April 2017
SJCOG Board

STAFF REPORT

SUBJECT: Regional Transportation Impact Fee (RTIF) Five-Year Update

RECOMMENDED ACTION: Approve 2017 RTIF Update Report

DISCUSSION:

SUMMARY:

The Regional Transportation Impact Fee (RTIF) program's objective is to mitigate new development's impacts on the Regional Transportation Network and to integrate RTIF funds with federal, state, and other local funding to implement transportation improvements identified in the RTIF Program.

Consistent with California law, SJCOG has completed a comprehensive five-year update per the requirements of AB 1600, the Mitigation Fee Act (MFA). The 2017 RTIF Five-Year Update includes the addition of Jobs Balancing Investment Fund (adopted April 2015), a revised nexus analysis based on updated assumptions for growth and transportation impacts, and a revised Capital Project List, which is included in Attachment B.

The RTIF update is intended to ensure that future residential and non-residential development continues to pay its proportionate share to support regionally significant transportation facilities needed to accommodate new development. This intent needs to be accomplished without adversely impacting the cost or level of service for existing residents or businesses.

RECOMMENDATION:

SJCOG staff recommends the approval of the 2017 RTIF Update.

FISCAL IMPACT:

The ongoing cost of administering the RTIF is anticipated in SJCOG's FY 17-18 Overall Work Program (OWP) and will not be affected by this action.

This action will make no changes to the development fees that are assessed as part of the RTIF program. The next fee adjustment is scheduled to be considered by the Board in May 2017.

The RTIF Update includes an updated nexus analysis, which results in certain changes to the RTIF Capital Project List, resulting in some projects that were previously ineligible for RTIF expenditures becoming eligible, and vice-versa. Further details regarding these changes to the Capital Project List are provided below and in Attachments A and B.

BACKGROUND:

Program Background

The Regional Transportation Impact Fee (RTIF) program was established in October 2005, and was comprehensively updated in 2011. A revised Operating Agreement was adopted April 2015 and fully executed during the 2015-2016 fiscal year.

The RTIF program's objective is to generate funding from new development projects that impact the regional transportation network and integrate these funds with federal, state, and other local funding to make transportation improvements identified in the RTIF Program. It is a countywide, multi-jurisdictional capital improvement funding program.

Each jurisdiction contributes into the RTIF program via residential and non-residential development permit fees. The RTIF program fee structure is set according to a nexus analysis that links the transportation impacts of new development projects to a "fair share" of project costs designed to mitigate those impacts. The fee is uniform across all participating agencies. Based on Section 3.2 from the RTIF Operating Agreement, the region-wide RTIF structure is annually adjusted by each Participating Agency at the beginning of each fiscal year (July 1) based on the Engineering News Record California Construction Code Index (CCCI).

Jurisdictions distribute 15% of RTIF funds to SJCOG for expenditure on regionally significant highway, interchange, roadway and transit projects at the discretion of the Board. Cities also distribute 10% of funds to San Joaquin County. Allowable expenditures of RTIF funding include administrative costs, 3rd party costs, and project costs After all expenditures and fund allocations, the cumulative net retained RTIF is approximately $35.3 million as of FY 15-16. To date, approximately $17 million of RTIF funds have been expended by jurisdictions and SJCOG on regionally-significant projects, and eight projects have been completed.

Five Year Update

Every five years, per the MFA, impact fee programs are required to undergo a comprehensive review to ensure the nexus analysis and fee schedule reflect current assumptions for growth projections, travel modeling and analysis tools, transportation system impacts, project costs, and anticipated funding sources. The RTIF program was last updated in 2011, with an Addendum to the 2011 Update completed in 2014.

The 2017 RTIF Update completed these requirements and includes an updated Capital Project List and the inclusion of the Jobs Balancing Investment Fund (JBIF). The JBIF provides transportation

project funding that may serve as part of a package of economic incentives to encourage job-creating firms to locate in San Joaquin County.

Updates to the RTIF Capital Project List

Based on the comprehensive nature of the five-year update, it is expected that there would be some changes to the Capital Project List stemming from the updated nexus analysis (e.g. projects added or deleted). The RTIF Capital Project List consists of Capital Improvement Projects (CIP) that regionally significant for San Joaquin County. The nexus analysis to establish the Project List is closely tied to SJCOG's Regional Congestion Management Program (RCMP), in that RTIF projects are required to address an existing or future deficiency on the RCMP Network. Existing and future deficiencies are shown in Appendix B of the Draft Report (Attachment A). Deficient segments and intersections, receiving a level of service (LOS) rating of E or F, can be identified as possible CIP and eligible to be added to the RTIF Capital Project List.

Attachment B provides a complete list of the project updates and fund balances per jurisdiction. Forty-eight projects are on the Capital Project List, eighteen projects are deferred (projects that do not address an existing or future RTIF deficiency), and eighteen projects are proposed for removal due to be completed, fully expended or no longer listed in the RTP.

COMMITTEE ACTIONS:

At the April 2017 TAC meeting, the City of Tracy commented that the deferment of Corral Hollow Road from the RTIF Capital Project list would hinder the City's ability to complete the project, and stated that the RTIF Update should be delayed until this issue is resolved. SJCOG staff replied that SJCOG would work with the City to identify alternative sources of funding and recommended approval of the RTIF Update in order to meet state requirements and allow RTIF funding to be programmed to additional projects. The TAC approved a motion to hold a special meeting prior to the April 27 Board meeting to allow time for further discussion between SJCOG and the City of Tracy. The special TAC meeting will be held on April 24 and that action will be reported verbally to the SJCOG Board.

Prior to the April Management and Finance Committee meeting, SJCOG staff had discussions with City of Tracy staff and developed a funding solution to allow the Corral Hollow Road project to move forward. City of Tracy will be able to access Measure K Regional Arterial funding (from the City's allocation) as the alternate funding source to RTIF revenue.

At the April 2017 Management and Finance (M&F) Advisory Committee meeting, the City of Tracy acknowledged that a solution had been achieved for Corral Hollow Road and encouraged additional outreach on the part of SJCOG staff in the future for deferred projects. SJCOG will take into account this comment for future outreach efforts. The M&F Committee unanimously approved the RTIF Update.

Outside of the Committee meetings, San Joaquin County and the City of Stockton separately raised questions regarding the proposed deferment of the Thornton Road project and noted that the project had already advanced to construction with an executed funding agreement between the

City and the County. These conversations resulted in a technical change in Attachment B of this staff report moving Thornton Road from the "Deferred Projects" list (Table 3) to the "Completed Projects" list (Table 2) as a project under construction. As such, the project will not be part of the fee calculation for this five-year cycle, but expenditures from RTIF fees already collected under the current nexus will be permitted.

NEXT STEPS

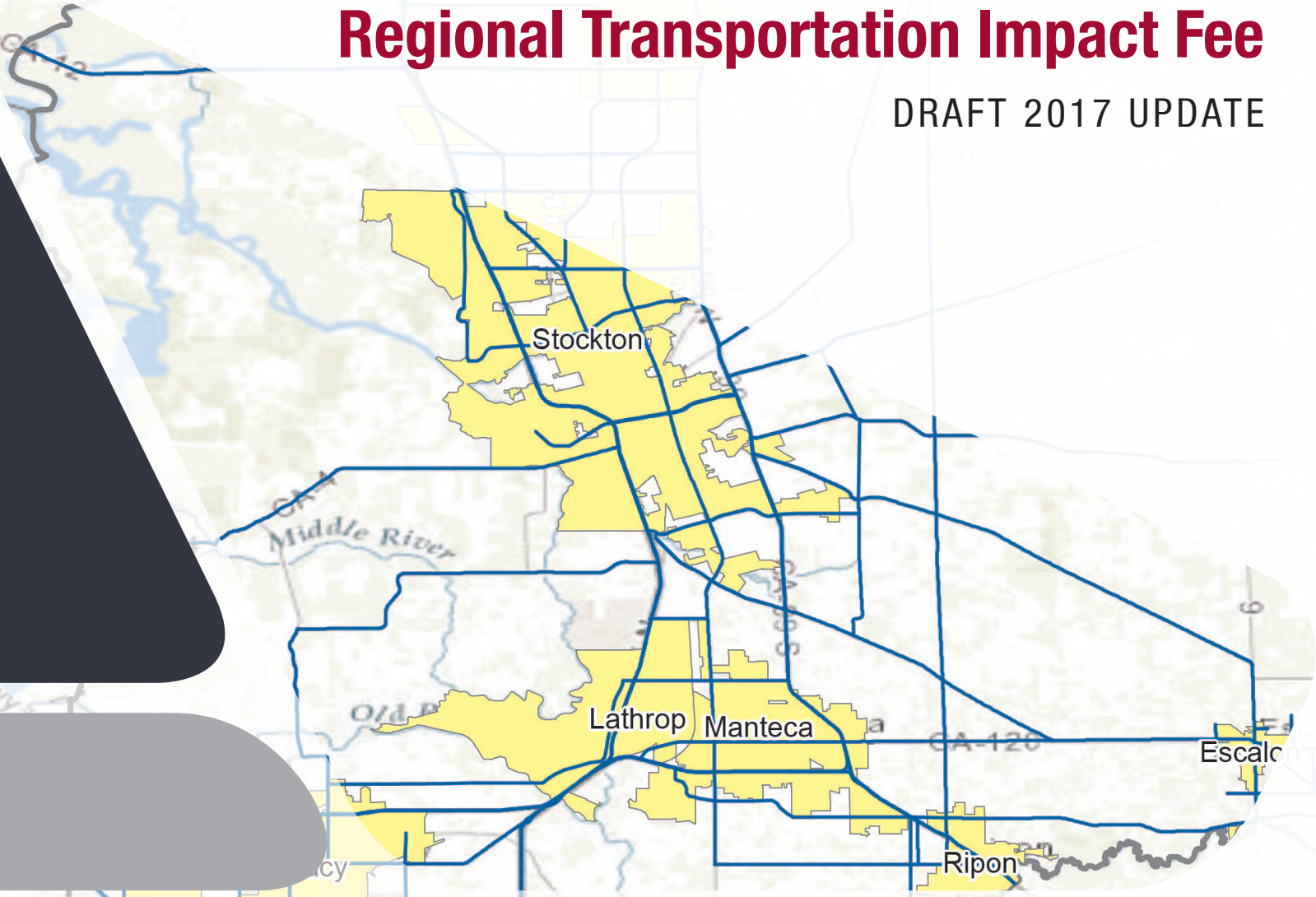
- Additional agenda items this month to approve use of RTIF Regional Share for the Ripon Multimodal Station and approve a Jobs Balancing Investment Fund project.
- Annual Fee Adjustment anticipated in May 2017.
- SJCOG will continue to consider updates to the RTIF Capital Project List on an annual basis.
- SJCOG will continue to coordinate with member agencies regarding project commitments, expenditures, and fund balances through the Semi-Annual and Annual Report processes. The next Annual Report is scheduled for the TAC and Board in fall 2017.

ATTACHMENTS

(A) Draft Regional Transportation Impact Fee (RTIF) Five-Year Update
(B) Updates to the RTIF Capital Project List

San Joaquin County Regional Transportation Impact Fee

DRAFT 2017 UPDATE



Prepared for:

SAN JOAQUIN COUNCIL OF GOVERNMENTS

San Joaquin County
Regional Transportation Impact Fee
Draft 2017 Update

April 2017

Prepared for:

San Joaquin Council of Governments

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Table of Contents

EXECUTIVE SUMMARY 1

I. Introduction and Results 5
- Background 5
- Purpose for Updating the RTIF 6
- Maximum Justified RTIF Fee Structure 7

II. RTIF Review (2011 – 2016) 8

III. Growth Projections 10
- RTIF Planning Horizon 10
- RTIF Land Use Categories 10
- RTIF Baseline Land Use 11
- RTIF Future Land Use 11

IV. Capital Project Selection 12
- Operating Agreement Selection Criteria 12
- RTIF Regional Transportation Network 12
- RTIF Regional Transportation Model and Operational Tools 12
- Mitigation Fee Act Nexus Criteria 14
  - Level of Service Standard and Methodology 14
  - Existing Deficiencies 15
  - Future Deficiencies 15
  - Fair Share 16
  - Discounted Fair Share 19

V. RTIF Projects and Costs 20

VI. Maximum Justified RTIF 22
- Trip Generation 23
- RTP Financing Plan 24
- Maximum Justified RTIF Schedule 25

VII. RTIF Revenue Estimates 26

VIII. Program Implementation 27
- Revenue Shortfalls and Project Programming 27
- Development Projects Not Conforming To RTIF Land Use Categories 27
- RTIF Overlap with Local Agency Impact Fee Programs 28
- RTIF and the California Environmental Quality Act (CEQA) 29
- Annual Adjustment of the RTIF 29
- Jobs Housing Investment Fund 29

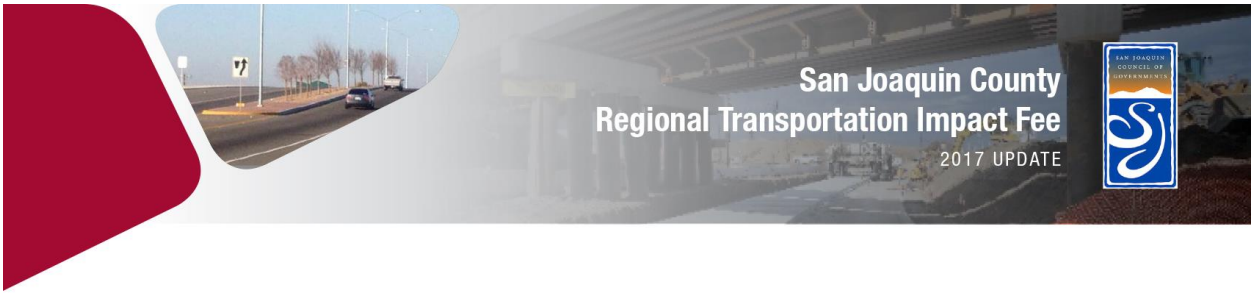
List of Tables

Table 1: Maximum Justified vs. Current RTIF 7
Table 2: RTIF Funds By Jurisdiction 8
Table 3: RTIF Funds by RTIF Project 9
Table 4: RTIF Update Growth Projections 11
Table 5: RTIF Capital Projects Summary 20
Table 6: Dwelling Unit Equivalents (DUE) 23
Table 7: DUE Projection 24
Table 8: Maximum Justified RTIF Schedule 25
Table 9: Cost per Dwelling Unit Equivalent 26
Table 10: RTIF Revenue Estimate 26
Table 11: Non-retail Cost per Average Daily Trip 28

List of Figures

Figure 1: Regional Transportation Network 13
Figure 2. Existing and Future Year Roadway Deficiencies 17
Figure 3. Existing and Future Year Interchange Deficiencies 18
Figure 4. RTIF Project List 22

Appendix A: RTIF Project List and Fair Share Assessment Tables
Appendix B: Existing and Future Deficiency Analysis and Results
Appendix C: Other RTIF Maps of Interest



EXECUTIVE SUMMARY

For the purpose of creating a countywide, multi-jurisdictional multimodal capital improvement funding program for San Joaquin County, SJCOG as the agency responsible for regional planning and programming, established the Regional Transportation Impact Fee (RTIF) program in October 2005. In April 2006, SJCOG entered into the RTIF Operating Agreement with its' eight member jurisdictions to administer the RTIF program. The first full fiscal year of the RTIF program was 2006-2007. A revised Operating Agreement was adopted April 2015 and fully executed during the 2015-2016 fiscal-year.

The RTIF program's objective is to generate funding from new development projects that impact the Regional Transportation Network and integrate these funds with federal, state, and other local funding to make transportation improvements identified in the RTIF Program. Since its inception, approximately $51 million of RTIF funding has been generated. After all expenditures and fund allocations, the cumulative net retained RTIF funds is approximately $35.1 million as of fiscal-year 2015-2016.

Every five years, per Section 66001(d)(1) of the Mitigation Fee Act (MFA), impact fee programs are required to undergo a comprehensive review to ensure the nexus analysis and fee schedule reflect current assumptions for growth projections, analysis tools, transportation system impacts, project costs, and anticipated funding sources. The RTIF program completed its 10th year of implementation as of June 30, 2016.

The summary of pertinent technical and program implementation related findings of the San Joaquin County Regional Transportation Impact Fee 2017 Update are as follows:

Description of Findings

1. Revised Growth Assumptions and Analysis Tools

New regional growth projections were adopted as part of the 2014 Regional Transportation Plan & Sustainable Community Strategy. This has resulted in the following growth projection changes relative to the last RTIF update:

- 14% Less Countywide Housing Growth
- 19% Less Countywide Employment Growth

A new tri-county travel demand model was developed (called the MIP Model). Based on the revised growth projections, the new MIP model generated 28% less countywide vehicle trips than the prior model used for the 2011 RTIF. In addition, new and enhanced operational tools based on the 2010 Highway Capacity Manual (HCM) were developed. The prior RTIF update was based on modeled volume/capacity ratios the HCM 2000 and These tools were used to determine existing and future deficiencies by facility type. Use of these updated growth projections and modeling enhancements contributed to slight modifications to the RTIF Capital Project List relative to the 2011 RTIF update.

Details are found in Section IV.

2. RTIF Capital Project List

The RTIF Capital Project List was updated based on an updated deficiency analysis with input from all jurisdictions. Projects identified as Tier I in SJCOG's 2014 Regional Transportation Plan & Sustainable Community Strategy (RTP/SCS) represented the foundation of the technical analysis. Projects must be in Tier I of the RTP/SCS to be eligible to use RTIF revenue for project delivery. Eligible projects must also address either an existing for future deficiency on the RTIF network as determined by SJCOG through regional modeling and analysis.

Details are found in Section IV.

3. Maximum Justified Fee Structure

The maximum justified fee schedule was established based on the fair share nexus calculation per eligible RTIF projects in Tier I of the 2014 RTP/SCS. All sources and amounts of RTIF remaining and Non-RTIF funding anticipated to complete capital improvements were derived from the 2014 RTP/SCS. The maximum justified fee structure is as follows:

- Single-Family = $5,249 per dwelling unit
- Multi-Family = $3,045 per dwelling unit
- Retail = $9.03 per square foot
- Office = $5.46 per square foot
- Industrial = $3.99 per square foot
- Warehouse = $1.37 per square foot

The current RTIF structure is as follows:

- Single-Family = $3,223.01 per dwelling unit
- Multi-Family = $1,933.80 per dwelling unit
- Retail = $1.28 per square foot
- Office = $1.62 per square foot
- Industrial = $0.97 per square foot
- Warehouse = $0.41 per square foot

Details are found in Section VI of the Report.

4. RTIF Discount for Residential Land Uses

Per California Code–Section 66005.1 (effective January 1, 2011), housing development projects that satisfy specific "smart growth" characteristics shall be provided a discounted fee. The technical analysis arrived at a discount of 15% for new residential projects which meet the specific criteria.

Details are found in Section IV of the Report.

5. Expansion of the Regional Transportation Network

A project must be on the designated Regional Congestion Management Program (RCMP) network or other designated local roadways of regional significance to be eligible to receive RTIF revenue. To make the RTIF and RCMP networks more commensurate – the RCMP network was amended in 2016 to include the following roadways (many of which were already on the regional network for the RTIF):

March Lane	Buckley Cove Way to I-5
Navy Drive	Washington Street to SR 4
Austin Road	French Camp Road to Mariposa Road
Arch Road	SR 99 to Austin Road
Lathrop Road	Golden Valley Parkway to I-5
Golden Valley Parkway	Lathrop Road to Brookhurst Boulevard
Yosemite Avenue	SR 120 to Airport Boulevard
Airport Way	SR 120 to West Ripon Road
River Road	Jack Tone Road to North Ripon Road
West Ripon Road	Airport Way to Austin Road
Jack Tone Road	Main Street to SR 99
Chrisman Road	West 11th Street to I-580
Mountain House Parkway	Byron Road to I-580
Byron Road	Alameda County to Lammers Road
Grant Line Road	Byron Road to Tracy Blvd

In addition to the roadways above, 11 Future Roadways, 112 Intersections and 13 Multimodal Corridors were designated part of the RCMP network. By definition these facilities are all potentially eligible for RTIF funding.

Details are found in Section IV of the Report.

6. Alternative Fee Calculation for Non-Conforming Land Uses

An alternative fee calculation was established for non-residential land uses that impact the regional transportation network. Land uses such as mining and recreational facilities produce significant trip impacts and have little or non-existing square footage. These land uses can also generate typical peaking characteristics. A cost per average daily trip of $102.12 has been calculated for discretionary use by participating agencies. This finding refines the relationship of the fee levied to the impact of the land use.

Details are found in Section VIII of the Report.

7. RTIF Collected, Committed, and Expended for Project Delivery

The MFA requires the 5th year update to assess the status of impact fees collected, committed, and expended on eligible capital projects. As a regional program, it complies with the MFA regarding commitment of funds within 5-years from the time collected. The program's status is based on quarterly, semiannual and annual reports generated by participating agencies.

Details are found in Section II of the Report.

8. Annual Fee Adjustment

Per an addendum to the RTIF and the RTIF Operating Agreement (September 2014), the RTIF must be adjusted by each Participating Agency on an annual basis at the beginning of each fiscal year (July 1). The annual adjustment is calculated as the arithmetic average of the annualized change of the California Construction Cost Index (CCCI) for each of the most recent three years.

Details are found in Section VIII of the Report.

9. Jobs Balancing Investment Fund

The RTIF was amended in April 2015 to include a Jobs Balancing Investment Fund. The purpose of the program is to provide transportation project funding that may serve as part of a package of economic incentives to encourage job-creating firms to locate in San Joaquin County. The new economic incentive program provides the SJCOG Board, in conjunction with the San Joaquin Partnership and other economic development specialists, with a more tactical tool to attract employers to the region. Investments in transportation infrastructure will be made from this fund in order to supplement or enhance capital or capacity enhancing operational improvements needed by firms to locate in the area.

I. Introduction and Results

This report provides the requisite technical documentation and nexus analysis to support the continued implementation of the San Joaquin Council of Governments (SJCOG) Regional Traffic Impact Fee (RTIF) in accordance with state law. It has been developed with input and guidance from SJCOG and the RTIF Technical Committee[1].

This RTIF update is based on the most recent growth projections and infrastructure requirements available at the time of its development and is consistent with the most recent relevant case law and principles of AB1600 and subsequent legislation as codified in Government Code Section 66000 et seq ("Mitigation Fee Act").

Background

The San Joaquin County Regional Transportation Impact Fee Program (RTIF Program) is a countywide, multi-jurisdictional capital improvement funding program in San Joaquin County. The RTIF Program enables all local public agencies in the county that regulate land use to collect an impact fee from new development for the purpose of contributing funding to regional transportation improvements necessary to offset the impacts of growth.

The San Joaquin County Council of Governments (SJCOG) led establishment of the RTIF Program as the agency responsible for regional planning and programming of the regional transportation network, the countywide network of highways, major arterials, and related transit services.

In October 2005, SJCOG adopted the RTIF Program based on the original nexus study[2] in accordance with the *Mitigation Fee Act* (MFA), the state enabling statute for impact fee programs.[3] In this context "nexus" refers to reasonable relationships between: 1) new development in San Joaquin County; 2) impacts on the regional transportation network; and, 3) the RTIF funds levied to offset those impacts.

In April 2006, SJCOG entered into the *Regional Transportation Impact Fee Operating Agreement* (Operating Agreement) with the eight local jurisdictions in the county (seven cities and the County of San Joaquin) to administer the RTIF Program.[4] The first fiscal year of the RTIF Program was FY 2006-07. A comprehensive update was performed in December 2011 with minor RTIF Addendums in September 2014 and April 2015. This update represents the second comprehensive update (i.e. five-year review) since the inception of the program.

While the RTIF Program and the RTIF Program Fee are imposed and collected by the participating agencies, the RTIF Program is managed by SJCOG for the benefit of the entire San Joaquin County region. The Operating Agreement defines the terms of the required management procedures including specification regarding:

- Levy and collection of fees;
- Administration;
- Project selection;

[1] The RTIF Technical Committee is comprised of representatives from each of SJCOG's member agencies, the Regional Transit District (RTD) and other interested stakeholders. This technical committee met periodically throughout the development of report to provide input, direction and review interim materials as appropriate.

[2] Economic & Planning Systems, *San Joaquin Regional Transportation Impact Fee*, prepared for the San Joaquin Council of Governments, October 2005.

[3] *California Government Code* sections 66000 et seq.

[4] Cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy, the County of San Joaquin, and the San Joaquin Council of Governments, *San Joaquin County Regional Transportation Impact Fee Program Operating Agreement*, April 14, 2006 (amended April 2015).

- Fund management;
- Appropriation of fee funds; and,
- Technical review and program update requirements.

SJCOG's role is to assist its' participating member agencies with the achievement of RTIF Program objectives and responsiveness to local jurisdiction concerns.

Purpose for Updating the RTIF

The purpose of this report is to document the second five-year review of the RTIF Program. The RTIF program completed its 10th year of implementation on June 30, 2016. Impact fee programs are required to undergo a comprehensive review periodically to ensure the nexus analysis and fee schedule reflect current assumptions for growth projections, transportation system impacts, project costs, and anticipated funding sources. Similar language in both Section 66001(d)(1) of the MFA and Section 8 of the Operating Agreement (OA) calls for this type of five-year review. Periodic program reviews also provide an opportunity for SJCOG and the participating agencies to identify and possibly address program issues related to administration, implementation and process. The specific goals of this report are to:

- Identify current RTIF fund balances whether committed to construction of future RTIF capital projects or uncommitted (MFA Sec. 66001(d)(1));
- Identify the purposes (projects) to which fee revenues including unexpended fund balances are to be put (MFA Sec. 66001(d)(1)(A) and OA Sec 8.1(a)):
  - Update the program analysis horizon – baseline and fee horizon year;
  - Update the RTIF regional transportation network based on regional priorities;
  - Update the fee schedule to reflect the latest growth projections for San Joaquin County, project cost estimates, analysis tools as appropriate;
- Demonstrate a reasonable relationship between fee revenues including unexpended fund balances and the purpose for which it is charged (MFA Sec. 66001(d)(1)(B) and OA Sec 8.1(b));
- Identify all sources and amounts of funding anticipated to complete projects to be partially funded by the RTIF, and the timing of receipt of the anticipated funding (MFA Sec. 66001(d)(1)(C) and (D) and OA Sec 8.1(c));
- Commit RTIF Program funds to RTIF capital projects (OA Sec 8.1(d));
- Update the list of capital projects to be funded by the RTIF, their current estimated costs, and the estimated share of funding to be provided by the RTIF for each project, and the availability or lack thereof of other funds to construct the regional transportation network (OA Sec 8.1(e)).
- Provide information for the participating agencies to modify the RTIF schedule to ensure a fair and equitable method of distributing the costs of projects (OA Sec 8.2).
- Address implementation issues identified over the first five year period of RTIF implementation; and,
- Address any legislative changes or amendments to the MFA.

Both the MFA and the Operating Agreement call for annual reports. These reports provide information about the program for the prior fiscal year including fee revenues, fund balances, interest earned, and expenditure on capital projects. Specific annual reporting requirements include, but are not limited to:

- A description of the type of fee in the account or fund;
- The amount of the fee;
- The beginning and ending balance of the account or fund;
- The amount of fees collected and interest earned;
- Identification of the improvements constructed;
- The total cost of the improvements constructed;
- The fees expended to construct the improvement; and,
- The percent of total costs funded by the fee.

In coordination with the participating agencies, SJCOG has completed an annual report for each year of the RTIF Program. While this update summarizes the current status of the program elements listed above, the primary purpose of this five-year report is to take a forward-looking perspective by determining that there is a continuing need for the program, updating nexus analysis assumptions, and adjusting the fee if appropriate. The information contained in this report should be periodically reviewed by SJCOG and the RTIF Technical Committee to ensure its continued accuracy and to enable adequate programming and funding resource availability.

Maximum Justified RTIF Fee Structure

The maximum justified fee structure by land use category based on the nexus findings developed in this RTIF update report is shown in **Table 1**.

In addition to the fair share nexus findings, all sources and amounts of remaining RTIF revenue and non-RTIF funding anticipated to complete capital improvements derived from the 2014 Regional Transportation Plan & Sustainable Community Strategy (RTP/SCS) was used for calculating the maximum justified fee structure. The following sections of this report explain the derivation of the maximum justified fee. The table compares the current RTIF schedule with the maximum justified fee. The current RTIF is lower than the updated maximum justified RTIF primarily because of SJCOG's policy established at inception of the RTIF Program to reduce the fee below the maximum justified amount[5].

Table 1: Maximum Justified vs. Current RTIF

Land Use Category	Maximum Justified	Current RTIF	(Current vs. Max.) Amount	(Current vs. Max.) Percent
Residential (per dwelling unit)				
Single Family	$ 5,249.43	$ 3,223.01	$ (2,026)	61%
Multi-Family	$ 3,044.67	$ 1,933.80	$ (1,111)	64%
Nonresidential (per sq. ft.)				
Retail	$ 9.03	$ 1.28	$ (7.75)	14%
Office	$ 5.46	$ 1.62	$ (3.84)	30%
Industrial	$ 3.99	$ 0.97	$ (3.02)	24%
Warehouse	$ 1.37	$ 0.41	$ (0.96)	30%
Other (per trip)				
Other	$ 102.12	$ 142.20	$ 40.08	139%

Note: Fees include 2.0% charge for program administration (administration costs decline to 1.0% for annual revenues to any single agency over $1 million).
Sources: San Joaquin Council of Governments; Table 8.

[5] SJCOG's member agencies are required to annually adjust the RTIF for inflation.

II. RTIF Review (2011 – 2016)

This section provides an implementation overview of the current RTIF program. Fund balances collected and expenditures made during the first five years of its implementation are provided.

Table 2 and **Table 3** provide fund balances by agency and project respectively as of June 30, 2016. Fund balances include funds committed to specific projects on the updated RTIF capital projects list as well as funds uncommitted as of that date. A total of $35.2 million has been collected by the participating agencies. Five of nine agencies have expended a total of approximately $4.3 million of the $35.2 million in fees collected to advance seven RTIF projects.

As shown in **Table 2**, $30.8 million of the RTIF fund balance has not been expended to deliver specific RTIF projects. As a regional program, the RTIF is in compliance with the MFA regarding the commitment of funds collected to eligible projects within a 5-year time period. However, the Operating Agreement requires that all funds be committed to capital projects as part of the five-year update (Sec 8.1(d)). Five of the nine participating agencies have committed funds to the capital projects listed in **Table 3**. Their remaining uncommitted funds should be committed to the same projects or other RTIF eligible projects given the funding needs of those projects.

Table 2: RTIF Funds By Jurisdiction (January 2011 to June 30, 2016)

Jurisdiction	Committed	Uncommitted	Total
City of Escalon	$ -	$ 202,708	$ 202,708
City of Lathrop	$ 1,974,592	$ 735,126	$ 2,709,718
City of Lodi	-	$ 934,176	$ 934,176
City of Manteca	$ 1,018,241	$ 9,269,355	$10,287,596
City of Ripon	-	$ 363,979	$ 363,979
City of Stockton	$ 195,738	$ 3,006,326	$ 3,202,063
City of Tracy	$ 805,191	$ 2,983,892	$ 3,789,083
San Joaquin County	-	$ 8,530,867	$ 8,530,867
San Joaquin COG	$ 350,000	$ 4,798,858	$ 5,148,858
Total	$ 4,343,762	$30,825,287	$35,169,049

Source: San Joaquin Council of Governments.

Table 3: RTIF Funds by RTIF Project (January 2011 to June 30, 2016)

Jurisdiction / Project	Committed	Uncommitted	Total Fund Balance
City of Escalon			
Subtotal - Fund Balance	$ -	$ 202,708	$ 202,708
City of Lathrop			
Golden Valley Parkway (Lathrop Road to Paradise Road)	$ 1,974,592		
Subtotal - Fund Balance	$ 1,974,592	$ 735,126	$ 2,709,718
City of Lodi			
Subtotal - Fund Balance	$ -	$ 934,176	$ 934,176
City of Manteca			
SR-120 @ McKinley Exp.	$ 1,018,241		
Subtotal - Fund Balance	$ 1,018,241	$ 9,269,355	$ 10,287,596
City of Ripon			
Subtotal - Fund Balance	$ -	$ 363,979	$ 363,979
City of Stockton			
SR-99 @ Eight Mile Road	$ 191,836		
I-5 @ Eight Mile Road	$ 3,901		
Subtotal - Fund Balance	$ 195,738	$ 3,006,326	$ 3,202,063
City of Tracy			
I-205 @ Lammers/Eleventh Street	$ 638,476		
I-205 @ Grantline Road	$ 166,715		
Subtotal - Fund Balance	$ 805,191	$ 2,983,892	$ 3,789,083
SJ County			
Subtotal - Fund Balance	$ -	$ 8,530,867	$ 8,530,867
SJCOG			
SR-99/120 Operational Improvements (Includes SR-99/Austin interchange Improvement)	$ 350,000		
Subtotal - Fund Balance	$ 350,000	$ 4,798,858	$ 5,148,858
Total RTIF	**$ 4,343,762**	**$ 30,825,287**	**$ 35,169,049**

III. Growth Projections

Since completion of the 2011 RTIF update, the following major differences in growth assumptions have occurred:

- New regional growth projections were adopted as part of the 2014 Regional Transportation Plan & Sustainable Community Strategy. This resulted in the following growth projection changes:
    - 14% Less Countywide Housing Growth
    - 19% Less Countywide Employment Growth

The growth projections for this RTIF update are for the period 2015 to 2040. These projections were documented in the 2014 *Regional Transportation Plan & Sustainable Community Strategy* (RTP/SCS), the most recent RTP adopted at the time of this update. The RTP is the countywide long-range plan for programming federal, state, regional, and local funds to regional transportation improvements and updated every four years.

Growth projections have two key purposes in the nexus analysis:

1) By reflecting these growth projections in the SJCOG Travel Demand Model, they will determine the list of capital projects and related costs that could be funded by the RTIF Program.
2) Growth projections are used to allocate total costs per unit of development as a basis for the fee schedule.

The following sections describe the information sources and analysis approach used to establish the amount of residential and non-residential land use development anticipated to occur in San Joaquin County in 2015 through the year 2040.

RTIF Planning Horizon

The RTIF fee update horizon year is 2040. This corresponds to the timeframe used in the recently adopted SJCOG 2014 RTP/SCS which specifies the priority transportation projects in San Joaquin County as well as the forecast horizon of the most recently updated SJCOG regional travel model. A planning horizon spanning 25 years (2015 to 2040) is considered long enough to plan for long-term infrastructure needs, yet short enough to represent reasonably anticipated growth based on current land use policy.

RTIF Land Use Categories

The RTIF program currently charges fees for the following six land use categories:

- Single Family (per Residential Dwelling Unit)
- Multi-Family (per Residential Dwelling Unit)
- Retail Service (per One thousand Square Feet)
- Office (per One thousand Square Feet)
- Industrial (per One thousand Square Feet)
- Warehouse (per One thousand Square Feet)

For non-residential land uses, conversion factors to equate employees to thousands of square feet of building space were consistent with the factors used by SJCOG for making requisite conversions for traffic modeling as well as those used for the current RTIF fee structure. The conversion is required given that SJCOG's growth forecasts and model land use inputs are expressed in employees rather than floor area.

RTIF Baseline Land Use

The operative baseline land use data available during this RTIF update was SJCOG's 2015 base year travel demand model land use data. This land use data set is based on interpolation of the empirically based 2010 baseline land use developed as part of the MIP model development and the 2020 growth projection developed for SJCOG's 2014 RTP/SCS.

RTIF Future Land Use

The source of household and employment projections for this RTIF update is SJCOG's 2014 RTP/SCS adopted preferred alternative land use growth projections. SJCOG developed these projections based on historical trends from past census, Department of Finance estimates, and Office of Economic Development estimates. A projected countywide control total was adopted first, and then projected growth was apportioned down to the Traffic Analysis Zone (TAZ) level with input from each local agency. This land use allocation reflects the preferred land use scenario adopted as part of SJCOG's Sustainable Community Strategy required as part of SB 375. General Plan information from the cities and County of San Joaquin are considered at the local level but not directly used by SJCOG as part of this process. The preferred SCS land use projection was reviewed by the SJCOG Technical Advisory Committee, and approved by SJCOG Board.

Growth projections are expressed in terms of dwelling units for two residential land use categories (single family and multi-family) and employment for four nonresidential land use categories. **Table 4** provides a summary of these projections. As shown, the county is projected to grow by approximately 40 percent over the next 25 years.

Table 4: RTIF Update Growth Projections

Land Use Category	Households or Employment			Vacancy	Dwelling Units or 1,000 Bldg. Sq. Ft.		
Fee Schedule Category Model Category	2015	2040	25 Years Growth (2015-2040)	Rate or Sq. Ft. per Employee	2015	2040	25 Years Growth (2015-2040)
Single Family							
Single Family - Detached	156,531	209,060	52,529	5%	164,769	220,063	55,294
Multi-Family							
Single Family - Attached	2,057	8,023	5,966	5%	2,165	8,445	6,280
Duplex	8,481	13,376	4,895	5%	8,927	14,080	5,153
3-4 Units	6,803	7,094	291	5%	7,161	7,467	306
5 or More Units	48,836	76,339	27,503	5%	51,406	80,357	28,951
Mobile Home	5,125	5,934	809	5%	5,395	6,246	851
Subtotal	71,302	110,766	39,464	5%	75,054	116,595	41,541
Total Residential	227,833	319,826	91,993	5%	239,823	336,658	96,835
Retail							
Retail	26,873	33,459	6,586	500	13,437	16,730	3,293
Office/Service							
Office	33,826	58,662	24,836	375	12,685	21,998	9,313
Public / Civic	20,729	26,749	6,020	375	7,773	10,031	2,258
Education	25,449	37,164	11,715	475	12,088	17,653	5,565
	14,937	19,044	4,107	1,500	22,406	28,566	6,160
Health	24,668	36,030	11,362	500	12,334	18,015	5,681
Subtotal	119,609	177,649	58,040	499	67,286	96,263	28,977
Industrial							
Industrial	47,260	52,856	5,596	1,000	47,260	52,856	5,596
Warehouse							
Agriculture / Other	25,584	35,763	10,179	1,000	25,584	35,763	10,179
Total Nonresidential	219,326	299,727	80,401	598	153,567	201,612	48,045

Sources: San Joaquin Council of Governments 2015 Travel Demand Model (sum of land use data by traffic analysis zone); Envision Tomorrow land use model (vacancy rates and employment densities).

IV. Capital Project Selection

This chapter describes the approach used to select transportation improvements for inclusion in the RTIF capital projects list. Any project partially or fully funded by the RTIF must meet the criteria described in this chapter. The following two types of project selection criteria are described in more detail below:

- Operating Agreement selection criteria; and
- *Mitigation Fee Act* nexus criteria.

Operating Agreement Selection Criteria

A capital project must be in Tier I of the most current RTP before RTIF revenue can be used to support delivery of that project. Section 9 of the Operating Agreement also lists the following criteria for selection of RTIF capital projects:

- Highway, interchanges, and regional roadway projects must be:
  - Located on the adopted regional transportation network;
  - Scheduled for delivery within the time horizon of the RTIF nexus study (i.e. by 2040 for the current study);
  - Designed to include a capacity improvement of one or more through travel lanes, passing lanes, or auxiliary (i.e., turn) lanes, except for interchange improvements; and,
  - Included in the current Regional Transportation Plan (RTP).
- Public transit improvements must be:
  - Scheduled for delivery within the time horizon of the RTIF nexus study (i.e. by 2040 for the current study); and,
  - Any capital expenditure designed to improve an existing or provide a new service or facility[6] that connects at least two or more cities or regions[7].

This report updates specific metrics for the Operating Agreement selection criteria based on the most current information at the time of this report.

RTIF Regional Transportation Network

As in the original nexus study, the adopted regional transportation network was based on the designated Regional Congestion Management Program (RCMP) network of regionally significant facilities and supplemented with additional major arterials that serve inter-community travel in San Joaquin County.

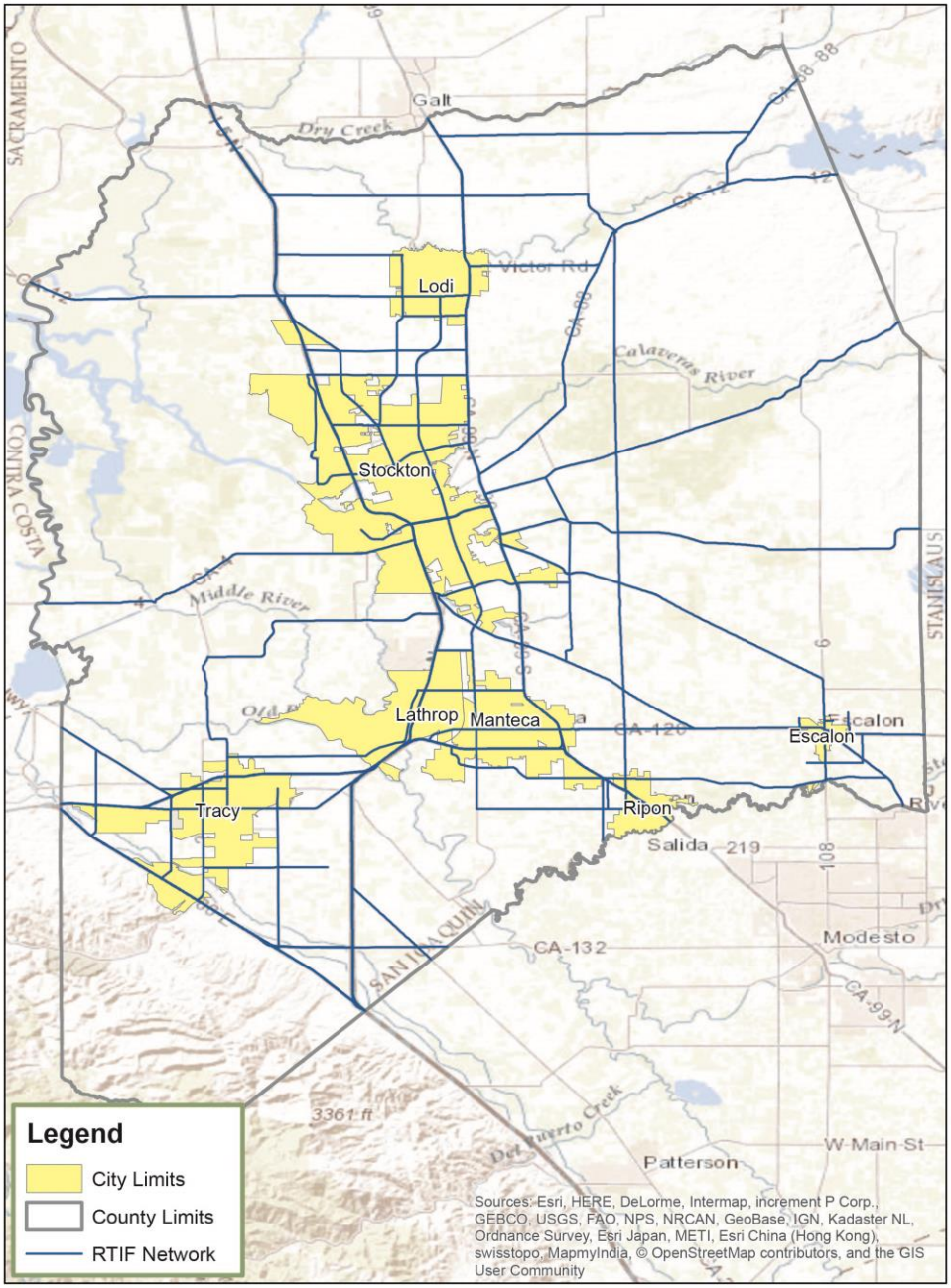
The RTIF regional transportation network is illustrated in **Figure 1**.

.

[6] This definition includes park-and-ride lots to facilitate regional transit connections between cities or regions.

[7] Multimodal Corridors are designated as part of the SJCOG Regional Congestion Management Program. New transit lines or more frequent service on a CMP designated "Multimodal Corridor" may be considered eligible for RTIF funds as part of future updates to the RTIF program.

Figure 1: Regional Transportation Network



Regional Transportation Model and Operational Tools

The growth projections described previously are reflected in the SJCOG's regional transportation demand model (also called the MIP Model). The SJCOG MIP Model is the operative analysis tool for identifying the capital projects needed to offset the impacts of growth countywide. In addition to the updated growth projections described previously, the following major differences in modeling and analysis tools contributed to modifications to the 2017 RTIF Capital Improvement List relative to the 2011 RTIF update.

- A new tri-county travel demand model was developed (called the MIP Model). This model provided greater zonal, network and land use specificity. Based on the revised growth projections, the new MIP model generated 28% less countywide vehicle trips than the prior model used for the 2011 RTIF.
- New and enhanced operational tools based on the 2010 Highway Capacity Manual were developed as part of SJCOG's 2012 and 2016 Regional Congestion Management Program updates. These tools were not available for the 2011 RTIF update and were used for the first time herein to determine existing and future deficiencies by facility type (intersection, freeway, multi-lane highway, two-lane highway, local arterial). Prior operational determinations for the 2011 RTIF were primarily based on raw model output (volume to capacity ratios).

Mitigation Fee Act Nexus Criteria

MFA nexus criteria discussed in this section ensures that the RTIF program only funds the share of transportation improvements costs that are reasonably related to the impacts of new development occurring within San Joaquin County. In this regard RTIF capital projects must conform to the following criteria that are explained in more detail below:

- **Existing Deficiencies:** An RTIF capital project on roadways determined to be deficient under baseline conditions, can only increase the capacity of a transportation facility or service such that future operating conditions are returned to levels experienced under baseline conditions (i.e., degradation attributable to only new growth is applicable);
- **Future Deficiencies:** An RTIF capital project must increase the capacity of a transportation facility or service that otherwise would be deficient at the time horizon (2040);
- **Fair Share:** The RTIF can only fund that share of a capital project reasonably related to the impacts of new development occurring inside San Joaquin County.
- **Discount Fair Share:** California Government Code section 66005.1 indicates the need to establish a methodology within the program to account for reducing the fee when a housing development meets a set of specific characteristics.

Level of Service Standard and Methodology

Identifying deficiencies caused by new development requires a level of service (LOS) standard.[8] LOS is represented on a scale of A to F with A representing free flowing traffic and F representing unstable flow conditions (i.e., stop-and-

[8] LOS standards may also be referred to as facility standards in other types of nexus studies. LOS is the common term used for transportation planning and nexus studies.

go traffic). An LOS measure provides an indication of the impact of new trips from development on the transportation network. If set to indicate when a facility or service is operating unacceptably, an LOS standard establishes the trigger for when a transportation improvement is needed to offset the impacts of growth. In this context, the LOS standard establishes a reasonable relationship between new development and the need for RTIF capital projects.

Consistent with the SJCOG's RCMP LOS standard, the LOS standard used for this nexus study is LOS D. Given that transportation improvements are often planned to accommodate traffic during morning and evening peak hours, LOS standards are typically applied to these specific times of day i.e., the AM and/or PM peak hour. Hence, the RTIF determines a facility is deficient if it operates at LOS E or F during either the AM or PM peak hour.

A regular monitoring program is required for SJCOG to assess baseline LOS. SJCOG's RCMP Biennial Monitoring Program systematically collects traffic counts for intersections and roadways which allows baseline LOS determinations to be made. The most recent published volumes from Caltrans are used to determine baseline LOS for state facilities in San Joaquin County.

SJCOG applies the 2010 Highway Capacity Manual (HCM) Operational Analysis methodology for estimating LOS for basic freeway and multi-lane highway segments. Basic freeway and multi-lane highway segment LOS is based on density and expressed in passenger cars per mile per lane (pcpmpl) of roadway. For rural two-lane highways and local arterial RCMP roadways, LOS is based on capacity thresholds contained in the HCM 2010. Intersection LOS analysis for signalized intersections, non-signalized all-way stop controlled (AWSC) intersections, and non-signalized two-way stop controlled (TWSC) intersections are based on the HCM 2010 Operational Analysis Methodologies[9]. All LOS methodologies are consistent with SJCOG's RCMP as described in Chapter 4 of the adopted *San Joaquin County Regional Congestion Management Program (SJCOG, March 2016)*.

Existing Deficiencies

Identification of existing deficiencies is a requisite step in developing a traffic fee program given that the financial responsibility for fully mitigating existing deficiencies cannot be placed on new development. At a maximum, only the degree of future degradation to an existing deficiency, as measured by the share of new peak hour traffic growth impacting the facility is applicable.

Based on SJCOG's RCMP traffic counts and published volumes by Caltrans, existing condition LOS was determined and documented in SJCOG's RCMP Regional Congestion Management Program 2016 Monitoring and Conformance Report (SJCOG, January 2017).

The existing deficiency analysis was limited to RTIF eligible highway, regional roadways and interchange improvements identified as part of the 2014 RTP/SCS Tier I (financially constrained capital improvement project list). Based on this RTP Tier I baseline analysis, portions of nine highways, eight roadway segments and ten interchanges were identified as deficient in either the AM or PM peak periods under baseline conditions.

Future Deficiencies

The SJCOG MIP Model was used to generate future volumes based on adopted 2040 land use growth projections relative to the existing transportation network (i.e., without RTIF capital projects). This model also formed the basis for SJCOG's 2014 RTP/SCS (SJCOG, June 2014).

[9] The SYNCHRO operational software will be used to compute the intersection LOS.

Before "raw" model output is considered suitable for operational determinations, post-processing adjustments must be performed. The recommended procedure is based on the NCHRP Report 255, 1982. NCHRP-255 adjustments entail using model generated link-based growth factors (computed variation between base year and forecast year model link volumes) to adjust baseline traffic counts to reflect future conditions. For each count location, traffic growth estimates were generated using both the Ratio and the Difference method and taking the average between the two methods.

All analysis scenarios reflect AM/PM peak hours during average weekday (Tues-Thurs) traffic conditions. Peak hours are confined to the weekday peak commute hour periods of 7:00 AM to 9:00 AM in the morning and between 4:00 PM – 6:00 PM in the afternoon. These forecasts do not reflect peak season or peak weekend traffic conditions which are primarily dominated by interregional traffic which is not appropriate for analysis of a local fee program.

Existing and future roadway and interchange deficiencies are shown in **Figure 2** and **Figure 3** respectively. Transit and Transportation System Management RTIF improvements are not shown. Baseline and future year operational results by roadway type are provided in **Attachment A**.

Non-roadway segment applications are described below:

- **Parallel Routes:** Some deficient facilities cannot be expanded for example due to right of way constraints. However it may be possible to expand or construct a parallel facility that would relieve the congestion. In these cases the LOS criterion applies to the deficient facility and not the facility being improved.
- **Existing Interchange:** For interchange projects that modify an existing interchange, the LOS standard is applied to the ramp termini (i.e., intersecting/connecting facilities). An interchange project is considered to address a future deficiency if the ramp termini intersections are not shown as deficient under baseline conditions as documented in SJCOG's RCMP Regional Congestion Management Program 2016 Monitoring and Conformance Report (SJCOG, January 2017).
- **New Interchange:** For new interchange projects, the LOS standard is applied to the segment portion of the freeway. An interchange project is considered deficient in either the existing or future condition if the freeway segments that the interchange is providing access to are deficient in either the existing or future condition.
- **Transit:** Transit projects on the RTIF capital project list must increase regional transit capacity that provides relief to deficient RTIF roadways or eligible RTIF parallel roadways.
- **Park-and-Ride Lots**: Park-and-Ride lot projects on the RTIF capital project list must serve deficient RTIF eligible roadways.

Fair Share

Fair share refers to the share of the total cost of an RTIF capital project that is related to the impacts of new development occurring inside San Joaquin County.

Fair share percentages were developed by performing "select link" analysis for each deficient RTIF roadway segment using the SJCOG model for both the 2015 baseline model and the 2040 forecast respectively. The link volume delta (or difference) between the baseline and horizon year model runs represents "new" trips generated by future growth - thereby allowing trips generated by new growth to be isolated. These results were further adjusted to remove the external traffic to yield a final fair share allocation percentage specific to each identified RTIF deficiency.

Figure 2. Existing and Future Year Roadway Deficiencies

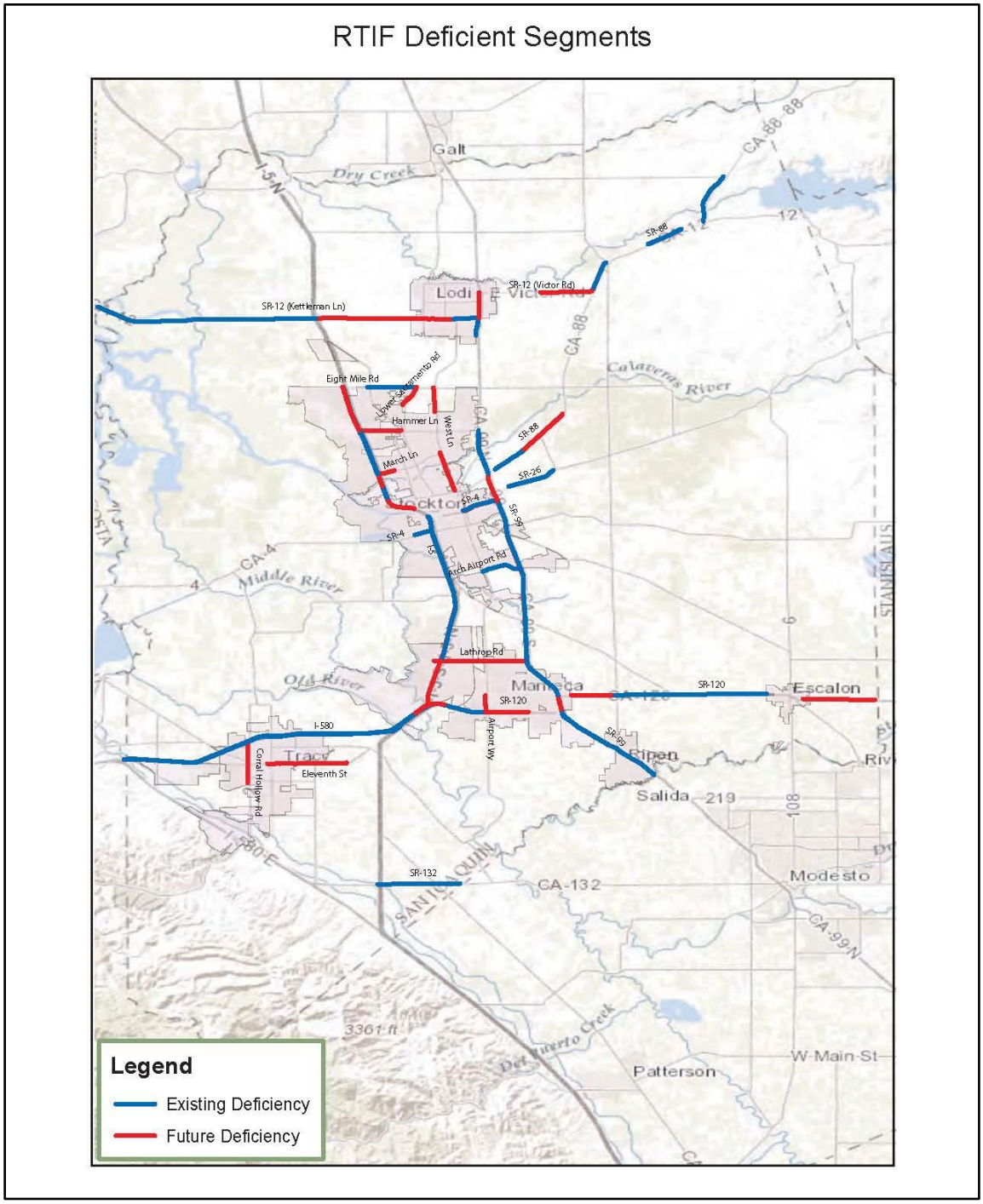
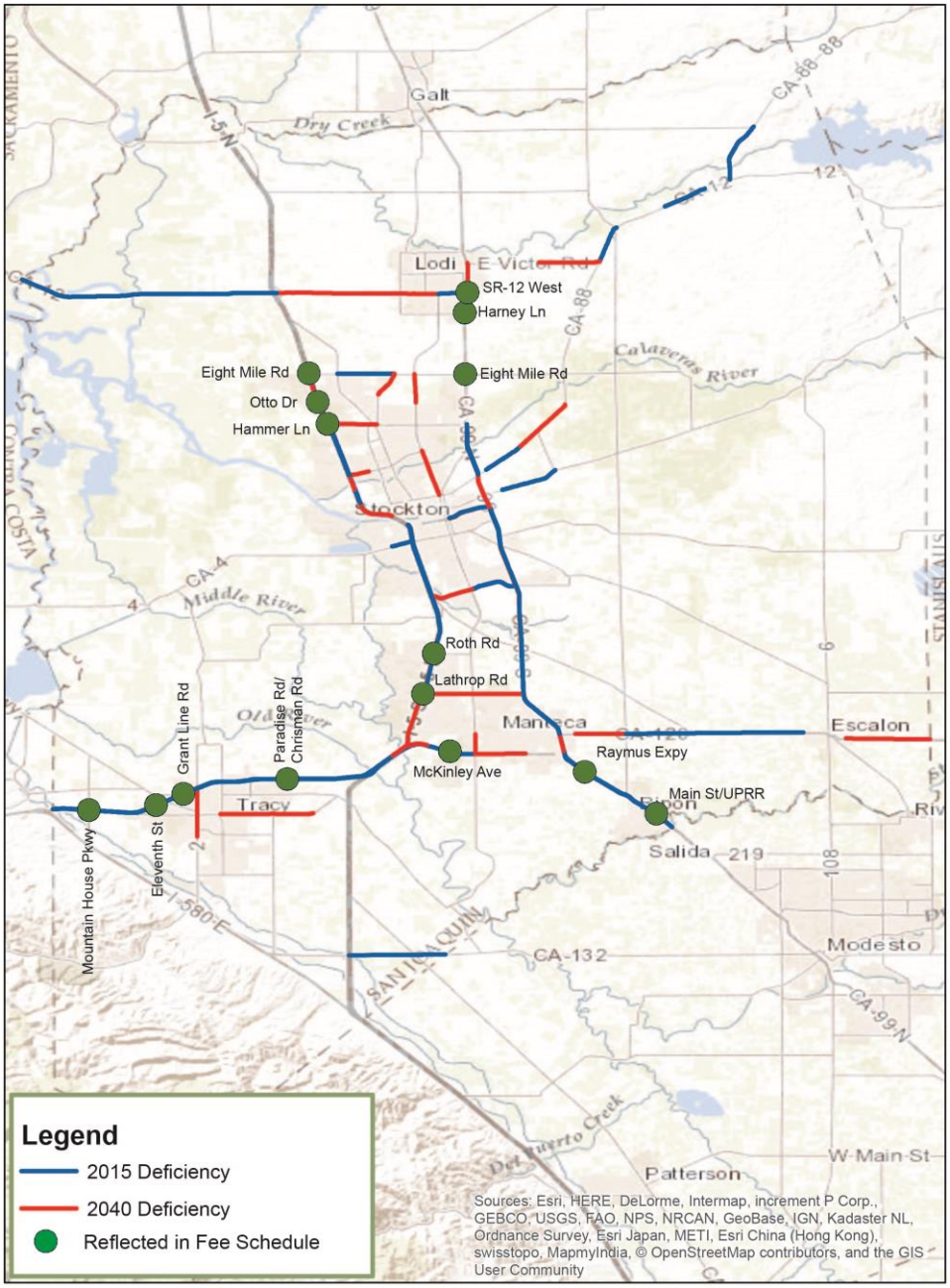


Figure 3. Existing and Future Year Interchange Deficiencies



Based on the modeling described above, the following two adjustments to total project costs must be applied to determine the RTIF fair share for highway, interchange, and regional roadway projects.

- **External Trip Share:** The SJCOG Travel Demand Model was used to measure the share of total trips on a specific facility that (1) start and end outside the county, (2) start or end outside the county with the other end of the trip occurring inside the county, and (3) start and end inside the county. The share of trips associated with (1) plus half the share of trips associated with (2) represents the total external share of trips not associated with new development within the county. This share of total project costs cannot be funded by the RTIF.
- **Existing/Future Development Share:** For capital projects that address an existing (2015) deficiency only the percentage of future degradation to an existing deficiency is applicable. The existing development share of the project cost equals the existing AM/PM peak hour trips on the facility as a share of the total AM/PM peak hour trips on the facility at the time horizon (2040). For an RTIF capital project that addresses a future (2040) deficiency – new development is responsible for 100% of the development share of the project cost. For instances when a given capital improvement addresses a mix of both existing and future deficient segments – a fair share adjustment[10] was applied that computes the weighted average of all existing and future deficient sub-segments based on the proportion of the AM/PM peak hour trip growth relative to segment length.
- **Transit/TSM Share:** The RTIF fair share for transit and Transportation System Management (TSM) capital projects was revised relative to the 2011 RTIF for simplicity and greater defensibility. Given the difficulty of determining if existing or future development will benefit from transit capital improvements and at what proportion – it was assumed that transit/TSM capital improvements provide benefits to both existing and future development. Based on this premise, the fair share of transit/TSM capital improvement costs is new development's share of trip growth from 2015 to 2040 expressed in equivalent dwelling units. The percent of DUE growth in San Joaquin County between 2015 and 2040 is 26.7 percent.

Discounted Fair Share

Per California Code–Section 66005.1 (effective January 1, 2011), housing development projects that satisfy all of the following "Smart Growth" characteristics shall be provided a discounted fee.

- The housing development is located within one-half mile of a transit station and there is direct access between the housing development and the transit station along a barrier-free walkable pathway not exceeding one-half mile in length.
- Convenience retail uses, including a store that sells food, are located within one-half mile of the housing development.
- The housing development provides either the minimum number of parking spaces required by the local ordinance, or no more than one onsite parking space for zero to two bedroom units, and two onsite parking spaces for three or more bedroom units, whichever is less.

As part of the 2011 RTIF update, a discounted fee amount of 15% was established based on Smart Growth Trip Generation Study (SANDAG, June 2010). This discount is continued as part of this update.

[10] Cryer-Spencer Adjustment

The average reduction in trip generation from the SANDAG Study was shown to be approximately 15% relative to the Institute of Transportation Engineers (ITE) based trip generation factors for housing developments without these characteristics[11].

As used in this section, "housing development" means a development project with common ownership and financing consisting of residential use or mixed use where not less than 50 percent of the floor space is for residential use.

For the purposes of this section, "transit station" has the meaning set forth in paragraph (4) of subdivision (b) of Section 65460.1. "Transit station" includes planned transit stations otherwise meeting this definition whose construction is programmed to be completed prior to the scheduled completion and occupancy of the housing development. Transit headway criteria of 10 minutes or less at a transit hub served by three or more transit service lines is defined as cumulative headway versus individual service line headways.

The applicant/developer will be responsible for conducting the initial analysis of the relationship of the new project to the criteria in order to consider eligibility for the discount. The Participating Agency will need to verify accuracy for final determination of project's eligibility for the discount. SJCOG has developed a GIS map that shows the current condition of existing transit stations in San Joaquin County with a ½ mile buffer to assist is assessing the eligibility for this discount. The map, along with corresponding criteria, will be periodically updated as information becomes available.

The RTIF project list including the fair share assessment is provided in **Attachment B**. As stated previously, projects identified as Tier I in SJCOG's 2014 Regional Transportation Plan & Sustainable Community Strategy (RTP/SCS) provided the basis for the RTIF Improvement list. Projects must be in Tier I of the RTP to be eligible to use RTIF revenue for project delivery.

V. RTIF Projects and Costs

This section describes the RTIF capital project list that is based on the Operating Agreement selection criteria and MFA nexus criteria discussed previously. All projects on the list and the fair share of total costs allocated to the RTIF Program meet the selection criteria presented above. A summary of the RTIF capital project list is shown in **Table 5**. The complete list of RTIF projects are provided in **Figure 4**.

Table 5: RTIF Capital Projects Summary

Facility Type	Total Cost	New Development Fair Share	Maximum Potential RTIF Capital Project Funding
Mainline Highway	$ 862,660,000	32.29%	$ 278,525,462
Regional Roadways	$ 156,268,290	58.35%	$ 91,186,295
Highway Interchanges	$ 547,508,860	46.53%	$ 254,747,653
Public Transit	$ 146,975,087	26.70%	$ 39,242,348
RTIF Capital Projects	$1,713,412,237	38.74%	$ 663,701,758

[1] Capital projects included in the Regonal Transportation Plan and funded by local transportation impact fee (TIF) programs. These projects are excluded from the RTIF to avoid double-charging new development.

[11] Unless SJCOG adopts findings after a public hearing establishing that the housing development, even with these characteristics, would not generate fewer automobile trips than a housing development without those characteristics.

As shown, new development's fair share is less for transit/TSM improvements than for other improvement types. This is due to the assumption that benefits to new development from transit/TSM capital improvements is commensurate with the degree of DUE growth (26.7%). This is followed by new development's share of mainline highway improvements (32.3%). The lower fair share for these improvements is due a higher proportion of external trips that start and/or end outside the county. Conversely, the greatest share to new development is for local roadways of regional significance given that these facilities typically carry a lower relative proportion of external trips.

Figure 4. RTIF Project List

New RTIF ID	Previous RTIF ID	Project	Gross Project Cost	RTIF Eligible Project Cost	RTIF Sponsor
Mainline Highway Projects					
1	4	**I-5 Widening** (French Camp Road to Charter Way)	$ 97,880,000	$ 17,651,499	SJCOG
2	5	**I-5 Widening** (SR-120 to French Camp Road)	$ 193,880,000	$ 100,999,749	SJCOG
3	8	**SR-120 Widening** (I-5 to SR-99)	$ 95,191,000	$ 34,386,660	SJCOG
4	9	**I-205 Widening / HOV** (I-580 to Eleventh Street)	$ 103,689,000	$ 12,119,043	SJCOG
5	n/a	**I-5 Widening** (SR-120 to I-205)	$ 207,970,000	$ 32,205,088	SJCOG
6	n/a	**I-205 Widening / HOV** (Eleventh Street to MacArthur Drive)	$143,450,000	$ 70,352,306	SJCOG
7	n/a	**SR-4 Ops Improvements** (Dagget Road to I-5)	$ 600,000	$ 109,104	SJCOG
8	64	**SR-99/SR-120 Operational Improvements***	$ 20,000,000	$ 10,702,013	Manteca
Highway Interchange Projects					
9	12	**I-5 @ Lathrop Road**	$ 33,000,000	$ 15,938,470	Lathrop
10	13	**I-5 @ Roth Road**	$ 16,800,000	$ 14,064,884	Lathrop
11	14	**I-205 @ Chrisman Road**	$ 36,056,267	$ 4,647,359	Tracy
12	15	**SR-99 @ Harney Lane**	$ 39,183,247	$ 29,447,397	Lodi
13	n/a	**SR-99 @ SR-12 West (Kettleman Lane)**	$ 16,164,463	$ 2,104,926	Lodi
14	16	**SR-120 @ McKinley Avenue**	$ 27,850,000	$ 4,320,849	Manteca
15	17	**SR-99 @ Raymus Expressway** (Environmental Only)**	$ 3,000,000	$ 297,168	Manteca
16	n/a	**SR-99 @ Main Street**	$ 10,000,000	$ 2,225,882	Ripon
17	18	**SR-99 @ Eight Mile Road**	$ 65,900,000	$ 10,985,789	Stockton
19	24	**I-5 @ Eight Mile Road**	$ 51,400,000	$ 50,514,389	Stockton
20	25	**I-5 @ Otto Drive**	$ 92,800,000	$ 45,511,983	Stockton
21	26	**I-5 @ Hammer Lane**	$ 37,200,000	$ 35,560,869	Stockton
22	28	**I-205 @ Lammers/Eleventh Street**	$ 82,580,063	$ 10,860,752	Tracy
23	29	**I-205 @ Grantline Road**	$ 32,574,820	$ 28,074,403	Tracy
24	n/a	**I-205 @ Mountain House Parkway** (Environmental Only)	$ 3,000,000	$ 192,536	Tracy
Regional Roadway Projects					
25	n/a	**City of Escalon** (TBD***)	n/a	n/a	Escalon
26	n/a	**Canal Boulevard Extension**	$ 4,600,000	$ 454,720	Ripon
27	na	**Olive Expressway** (Environmental Only)	$ 3,000,000	$ 296,556	Ripon
28	30	**Lower Sacramento Road** (Marlette Road to Pixley Slough)****	$ 23,200,000	$ 22,893,463	Stockton
29	31	**Lower Sacramento Road** (Grider Way to Armor Drive)	$ 7,000,000	$ 6,907,511	Stockton
30	32	**Lower Sacramento Road** (Armor Drive to Morada Lane)	$ 4,100,000	$ 4,045,828	Stockton
31	34	**Eight Mile Road** (Thornton Road to Lower Sacramento Road)	$ 22,400,000	$ 6,460,841	Stockton
32	n/a	**Hammer Lane** (Alexandria Place to Thornton Rd/Pershing Avenue Intersection)	$ 12,700,000	$ 12,474,872	Stockton
33	n/a	**Arch Airport Road** (SR-99 to Pock Lane)	$ 4,000,000	$ 849,416	Stockton
34	n/a	**Airport Way** (SR-120 to Yosemite Avenue)	$ 9,039,644	$ 6,680,624	Manteca
35	45	**Lathrop Road** (East of UPRR to SR-99)	$ 5,850,662	$ 3,937,682	Manteca
36	46	**Raymus Expressway** (SR-120 to SR-99)**	$ 23,259,958	$ 7,690,692	Manteca
37	47	**Golden Valley Parkway** (Lathrop Road to Paradise Road)	$ 15,000,000	$ 4,311,047	Lathrop
38	48	**Lathrop Road** (I-5 to east UPRR)	$ 2,771,026	$ 1,864,989	Lathrop
39	n/a	**Eleventh St** (Tracy City Limits to I-5)	$ 19,347,000	$ 12,318,055	San Joaquin County
Transit Projects					
40	54	**Purchase 6 BRT Buses and Corridor Enhancement**	$ 12,425,087	$ 3,317,498	SJCOG
41	n/a	**BRT Project** (West Lane Corridor)	$ 29,000,000	$ 7,743,000	SJCOG
42	n/a	**BRT Project** (March Lane Corridor)	$ 14,500,000	$ 3,871,500	SJCOG
43	n/a	**BRT Project** (Arch Road/Sperry Corridor)	$ 15,000,000	$ 4,005,000	SJCOG
44	n/a	**BRT Project** (Eight Mile Road Corridor)	$ 15,000,000	$ 4,005,000	SJCOG
45	n/a	**Acquisition of ACE Corridor** (Stockton to Niles Junction)	$ 45,000,000	$ 12,015,000	SJCOG
46	n/a	**Purchase rail cars for ACE service expansion**	$ 8,800,000	$ 2,349,600	SJCOG
47	n/a	**Ripon Multi-Modal Station*****	$ 5,800,000	$ 1,548,600	SJCOG
48	n/a	**Park and Ride Lots** (Various Locations)	$ 1,450,000	$ 387,150	SJCOG

* Replaces and includes SR-99/Austin Interchange Improvement which had previous fund commitments
** Formally McKinnley Expressway
*** City will coordinate with SJCOG to identify and RTIF eligible project to replace the McHenry @ Ullrey Intersection improvement project
**** Formally Grider to Eight Mile Road - Updated for consistency with RTP
***** Component of the ACE Forward Project

VI. Maximum Justified RTIF

The purpose of this chapter is to calculate the maximum justified RTIF amount based on an allocation of the share of total project costs requiring RTIF funding to new development. Costs are calculated per unit of new development and applied to individual development projects based on the size of the project. The size of the project is directly proportional to its' generation of trips and therefore its' impact on the regional transportation network. This approach ensures that there is a reasonable relationship between the amount of the fee for a specific project and the share of RTIF capital costs attributable to that project.

Trip Generation

The allocation of RTIF capital project costs to individual development projects requires a measure of impact per unit of development. As described previously, trip generation as estimated by the SJCOG Travel Demand Model is used to identify facilities that would be negatively impacted by development. **Table 6** shows trip generation rates by land use category based on rates developed by the Institute for Transportation Engineers (ITE).

Table 6: Dwelling Unit Equivalents (DUE)

Land Use Category	ITE Trip Generation Manual			P.M. Peak Hour Trip Rate per Unit	Percent Primary Trips	P.M Peak Hour Primary Trip Rate per Unit	Dwelling Unit Equivalent Factor
Fee Schedule Category Model Category	Code	Land Use	Unit				
Single Family							
Single Family - Detached	210	Single Family Detached	Dwelling Unit	1.01	100%	1.01	1.00
Multi-Family							
Single Family - Attached	230	Residential Condominium / Townhouse	Dwelling Unit	0.52	100%	0.52	0.51
Duplex	230	Residential Condominium / Townhouse	Dwelling Unit	0.52	100%	0.52	0.51
3-4 Units	230	Residential Condominium / Townhouse	Dwelling Unit	0.52	100%	0.52	0.51
5 or More Units	220	Apartment	Dwelling Unit	0.62	100%	0.62	0.61
Mobile Home	240	Mobile Home Park	Dwelling Unit	0.59	100%	0.59	0.58
Retail							
Retail	820	Shopping Center	1,000 Sq. Ft.	3.71	47%	1.74	1.72
Office/Service							
Office	710	General Office	1,000 Sq. Ft.	1.49	77%	1.15	1.14
Public / Civic	730	Government Office Building	1,000 Sq. Ft.	1.21	50%	0.61	0.60
Education	530	High School	1,000 Sq. Ft.	0.97	75%	0.73	0.72
Hotel / Hospitality	320	Hotel	1,000 Sq. Ft.	0.60	58%	0.35	0.35
Health	720	Medical - Dental Office Building	1,000 Sq. Ft.	3.57	60%	2.14	2.12
Industrial							
Industrial	110	General Light Industrial	1,000 Sq. Ft.	0.97	79%	0.77	0.76
Warehouse							
Agriculture / Other	150	Warehousing	1,000 Sq. Ft.	0.32	80%	0.26	0.26

Source: Institute of Transportation Engineers, *Trip Generation 9th Edition*, 2012; San Diego Association of Governments, *Brief Guide of Vehicular Trip Generation Rates*, April 2002.

Land use categories include the two residential and four nonresidential categories used in the current RTIF Program. A non-retail average trip rate is calculated in the table to apply to the growth projections that are attributable to office, industrial, and warehouse. The rates shown are based on averages calculated by ITE from a nationwide collection of trip generation studies. Evening (p.m.) peak hour trips rates are used to be consistent with the approach used to identify future deficiencies. The table also shows an adjustment for primary trips because not all trips represent new demand on the transportation network. Primary trips exclude pass-by and diverted trips that are intermediate stops between an origin and final destination.

The growth projections from **Table 4** are converted to estimates of new trip generation in **Table 7**. Employment is converted to building square feet using SJCOG conversion factors (square feet per employee and vacancy rates). Based on this analysis, new development will generate an estimated 122,177 new evening peak hour trips. These new trips will represent 26.7 percent of total trips at the time horizon (2040).

Table 7: DUE Projection

Land Use	DUE Factor	Dwelling Unit Equivalents		
Fee Schedule Category Model Category	*per DU or ksf*	**2015**	**2040**	**25 Years Growth (2015-2040)**
Single Family				
Single Family - Detached	1.00	164,769	220,063	55,294
Multi-Family				
Single Family - Attached	0.51	1,104	4,307	3,203
Duplex	0.51	4,553	7,181	2,628
3-4 Units	0.51	3,652	3,808	156
5 or More Units	0.61	31,358	49,018	17,660
Mobile Home	0.58	3,129	3,623	494
Subtotal	0.58	43,796	67,937	24,141
Total Residential		208,565	288,000	79,435
Retail				
Retail	1.72	23,112	28,776	5,664
Office/Service				
Office	1.14	14,461	25,078	10,617
Public / Civic	0.60	4,664	6,019	1,355
Education	0.72	8,703	12,710	4,007
Hotel / Hospitality	0.35	7,842	9,998	2,156
Health	2.12	26,148	38,192	12,044
Subtotal	1.04	61,818	91,997	30,179
Industrial				
Industrial	0.76	35,918	40,171	4,253
Warehouse				
Agriculture / Other	0.26	6,652	9,298	2,646
Total Nonresidential		127,500	170,242	42,742
Total Dwelling Unit Equivalents		**336,065**	**458,242**	**122,177**
Share of 2040 DUE		**73.3%**	**100.0%**	**26.7%**

Note: Subtotal DUE factors based on growth increment (2015-2040) weighted average for individual land uses.
Sources: Tables 3 and 5.

RTP Financing Plan

As shown above in **Table 5**, the fair share of total RTIF capital project costs attributable to new development is approximately $664 million out of a total cost of approximately $1.7 billion. All RTIF capital projects are Tier 1 projects in the 2014 RTP/SCS meaning that they are part of the RTP's financially constrained financing plan. This financing plan is based solely on reasonably anticipated local, regional, state, and federal revenue sources through 2040. Therefore all Tier 1 projects are anticipated to be funded by that time horizon.

According to the 2014 RTP/SCS financing plan there are over 40 revenue sources including the RTIF Program when combined will generate $11 billion over the next 25 years. Due to the availability of other funding sources, of the total revenue the RTP financing plan is projected to need, only $541,052,000 is anticipated from the RTIF Program. Thus

the $541 million RTP revenue estimate is the maximum amount that can be allocated to new development. This amount is substantially less than the $664 million that represents new development's share of total RTIF project costs.

The MFA and Operating Agreement requires identification of the amounts, sources, and timing of revenues needed to complete projects that are only partially funded by impact fees. The amount and sources of the funds necessary to complete the RTIF capital projects list summarized in the prior chapter are identified by reference to the 2014 RTP/SCS financing plan as discussed above.

Maximum Justified RTIF Schedule

Table 8 shows the maximum justified fee relative to the current RTIF Program fee by land use category. The cost per DUE is provided in **Table 9**.

Table 8: Maximum Justified Fee

Land Use Category	Dwelling Unit Equivalent Factor	Cost per Dwelling Unit Equivalent	Capital Projects	Program Admin-istration[1]	Total Fee	
Residential						
Single Family	1.00	$ 5,144.44	$ 5,144.44	$ 104.99	$ 5,249.43	per dwelling unit
Multi-Family	0.58	$ 5,144.44	$ 2,983.78	$ 60.89	$ 3,044.67	per dwelling unit
Nonresidential						
Retail	1.72	$ 5,144.44	$ 8.85	$ 0.18	$ 9.03	per gross building sq. ft.
Office	1.04	$ 5,144.44	$ 5.35	$ 0.11	$ 5.46	per gross building sq. ft.
Industrial	0.76	$ 5,144.44	$ 3.91	$ 0.08	$ 3.99	per gross building sq. ft.
Warehouse	0.26	$ 5,144.44	$ 1.34	$ 0.03	$ 1.37	per gross building sq. ft.
Other[2]	NA	NA	$ 100.08	$ 2.04	$ 102.12	per average daily primary trip

[1] Program administration costs are limited to two percent of the total fee based on the RTIF Operating Agreement between participating jurisdictions.
[2] For use in applying the fee schedule to land uses that do not conform to the land use categories in the fee schedule, typically a nonresidential, non-retail development project.
Sources: Tables 6 and 7.

Table 9: Cost per Dwelling Unit Equivalent

Cost Per Dwelling Unit Equivalent	
Potential RTIF Capital Project Funding	$ 663,701,758
RTIF Fund Balance (June 30, 2016)	$ 35,169,049
Maximum Justified RTIF Capital Project Funding	$ 628,532,709
Dwelling Unit Equivalents (25-year growth forecast)	$ 122,177
Cost per DUE	$ 5,144.44

Source: Tables 2, 4, and 6.

VII. RTIF Revenue Estimates

This chapter estimates total RTIF Program resources. **Table 10** compares total estimated funding for the RTIF Program based on the current RTIF schedule plus RTIF revenues collected to date for project delivery, to the maximum justified fee estimate for the RTIF Program. The current RTIF schedule generates approximately $274 million less in funding compared to the updated maximum justified fee revenue estimate of approximately $629 million. As mentioned in Chapter 1 this funding difference is primarily caused by SJCOG's policy established at inception of the RTIF Program to reduce the fee below the maximum justified amount.

Table 10: RTIF Revenue Estimate

Land Use Category	Growth (25 years)	Current FY 2016-17 RTIF Fee Schedule	Current FY 2016-17 RTIF Estimated CIP Revenue
	(DU or sq. ft.)	*(per DU or sq. ft.)*	
Residential			
Single Family	55,294	$ 3,223.01	$ 178,213,000
Multi-Family	41,541	$ 1,934	$ 80,332,000
Nonresidential			
Retail	3,293,000	$ 1.28	$ 4,215,000
Office	28,977,000	$ 1.62	$ 46,943,000
Industrial	5,596,000	$ 0.97	$ 5,428,000
Warehouse	10,179,000	$ 0.41	$ 4,173,000
RTIF Revenue (25-year growth forecast)			$ 319,304,000
RTIF Fund Balance (June 30, 2016)			$ 35,169,049
Revenue Based on Current RTIF			$ 354,473,049
Revenue Based on Maximum Justified RTIF			$ 628,532,709
Difference (Current vs. Maximum)			$ (274,059,659)
			56.4%

Note: Fee schedules excludes charge for program administration.

Sources: San Joaquin Council of Governments (current fee schedule); Tables 2, 3, and 7.

The $274 million funding gap is not a significant share (16 percent) of the total $1.7 billion RTIF capital project list and 2.5 percent of the total $11 billion 2014 RTP/SCS financing plan. SJCOG has multiple options to address this gap, either by increasing fee levels, reducing the scope or number of RTIF capital projects, and/or adjusting other anticipated revenues in the RTP financing plan. SJCOG may make these adjustments as part of the next RTP update in 2018.

The results of this revenue projection indicate that given current RTIF levels there remains a reasonable relationship between the RTIF, including revenues collected to date, and development's allocated share of the total cost of RTIF capital projects.

VIII. Program Implementation

SJCOG and the participating local agencies in the RTIF Program have gained experience through implementation of the program over the past ten years. Several implementation issues that have been identified by SJCOG and the RTIF Technical Committee are described below. Solutions or guidance to address these implementation issues are provided.

Revenue Shortfalls and Project Programming

The RTIF update highlights two issues related to revenue shortfalls and project programming. First, as shown in **Table 10**, if the current schedule is maintained the RTIF Program will have a $274 million shortfall relative to the 2014 RTP/SCS financing plan. As noted previously, SJCOG has multiple options to address this gap as part of the next RTP update. This includes such strategies as increasing fee levels, reducing the scope or number of RTIF capital projects, and/or adjusting other anticipated revenues in the RTP financing plan. The amount of the shortfall is relatively small compared to RTP resources so eliminating the shortfall is likely not to be a significant challenge.

Development Projects Not Conforming To RTIF Land Use Categories

The transportation system impacts of some development projects will not be adequately represented by the six land uses in the RTIF schedule. Typically this occurs when a non-retail nonresidential development projects has minimal or no building area and yet would generate impacts at a level that is significantly more than represented by the RTIF schedule. Participating agencies are likely to continue to have a few development projects of this type that do not conform to the RTIF land use categories. Example development types that may apply include:

- Mining
- Intermodal facilities
- Agriculture
- Outdoor recreation

To allow the RTIF to be applied to these types of development projects in the future, it is recommended that the RTIF Program be updated to provide direction (i.e. formula for calculation) to participating agencies to calculate the RTIF fee based on local data or ITE trip generation rates more reflective of the proposed development.

To address this issue, a fee per daily trip was calculated based on: 1) daily trip generation and growth data for the three non-retail nonresidential land use categories used in this RTIF update (office, industrial, and warehouse); and, 2) RTIF Program revenues assuming continuation of the current RTIF schedule.

Table 11 provides a cost per trip based on this approach. The cost per trip shown can be used to calculate a fee for non-retail nonresidential development projects determined to be inconsistent with one of the land use categories in the RTIF schedule. With the administration cost adjustment, the maximum justified fee of $100.08 is set at $102.12.

To calculate a fee for a non-retail non-conforming development project the project applicant would need to estimate the total number of average daily trips generated by the project. The trip generation estimate should reflect primary trips only (see Chapter VI for explanation). The jurisdiction should maintain authority to adjust the applicant's trip generation estimate based on other available information to best estimate trips from the development project. To calculate a fee, the number of average daily primary trips would be multiplied by the cost per trip shown in **Table 11**. Given that the cost per daily trip is based on anticipated program revenue, this approach would not result in any development project paying more than the maximum justified fee. The estimated revenue and cost per trip calculation shown in **Table 11** should be adjusted if the RTIF schedule is modified from the current (2017) levels.

Table 11: Non-retail Cost per Average Daily Trip

Nonresidential & Non-Retail Land Use Category	Average Daily Trip Rate	Growth (25 years)	Total Average Daily Trips	Estimated RTIF Revenue 2011-2035	Cost per Average Daily Trip
	per 1,000 sq. ft.	*1,000 sq. ft.*			
Office/Service					
Office	11.03	9,313	102,722		
Public / Civic	27.92	2,258	63,043		
Education	16.03	5,565	89,207		
Hotel / Hospitality	11.13	6,160	68,555		
Health	29.26	5,681	166,209		
Subtotal / Weighted Avg.	16.90	28,977	489,736	$ 46,943,000	
Industrial	6.97	5,596	39,004	$ 5,428,000	
Warehouse	3.56	10,179	36,237	$ 4,173,000	
Total / Weighted Avg.	12.62	44,752	564,977	$ 56,544,000	$ 100.08

Note: Average datily trip rates are not adjusted for passby and diverted trips so the cost per average daily trip should be applied to a project's total average daily trip generation unadjusted for passby and diverted trips.
Note: Trip rate factors for education, hotel, and health land uses are based on weighted average of factors for more detailed categories provided by ITE (see source).
Sources: Institute of Transportation Engineers, Trip Generation 9th Edition, 2012; Tables 3 and 9.

RTIF Overlap with Local Agency Impact Fee Programs

In the event that a RTIF capital improvement project is also identified as part of one of a local agency traffic impact fee program, there are several potential implications. The first and most obvious, that development may be double billed by paying into both programs to improve the same roadway segment. Given that the RTIF fee is significantly discounted – and the likelihood that the local agency fee also reflects a discount, payment into both fee programs would likely not violate the fair share requirements of AB 1600. However, this would need to be determined by SJCOG and the affected local agency.

Secondly, consistency in the fair share estimates (local and regional agency) is recommended. In such cases, an MOU can be established between the agencies that supports the collection of both RTIF and local traffic impact fees for that same segment of road. An MOU can be established between the local agency and SJCOG to establish a process for developing a mini-nexus report per Government Code 66000. The mini-nexus report should describe the differences in technical approaches, assumptions, and proportionate fair share responsibility results between the local fee program and RTIF nexus analyses. It should also include either a new nexus analysis that supersedes the existing fair share assessments or recommend which of the two existing analyses is most applicable. SJCOG typically defers such recommendations to the local agencies.

To avoid the need for such institutional arrangements, it is recommended that RTIF roadways be removed from the local agency fee programs during normal local agency updates. This was performed by the County of San Joaquin during the last two updates of its Traffic Impact Mitigation Fee program (2008 and 2015). Alternatively, documentation could be developed between the local agency, SJCOG, and possibly other affected jurisdictions to define and distinguish what improvements will be funded by each respective program (RTIF & local fee program). This will ensure that the local and regional fee programs remain mutually exclusive in the event a given roadway segment is included in both a local fee program and the RTIF.

RTIF and the California Environmental Quality Act (CEQA)

The relationship between regional traffic fee programs and CEQA is often unclear and sometimes differs by region depending on how the regional fee programs are administered and implemented. Any ambiguity can be a source of frustration for public agencies, developers and the general public alike.

A common misconception is that payment into a regional fee program as a result of a CEQA cumulative plus project mitigation requirement guarantees that an identified mitigation improvement will be implemented using the fees collected from the project applicant. Payment into the RTIF fund as CEQA cumulative plus project mitigation does not guarantee that the actual fees collected will be used for the purpose that may be stated in the CEQA document i.e., to implement a specific mitigation measure. Rather, an RTIF payment supports completion of all projects in the RTIF Program including the specific mitigation measure. Hence, language implying that RTIF funds are to be allocated towards specific projects should be avoided in environmental documents.

In San Joaquin County, RTIF fees are collected by SJCOG's member participating local agencies who are also the designated lead agencies under CEQA. Although RTIF fees may be collected for a specific mitigation measure revenues are held by the local agency until a sufficient amount is encumbered that, when combined with other local, regional, state and/or federal funding, an RTIF project can be completed. Depending on local agency priorities, RTIF eligible projects other than those identified as part of a CEQA document may be deemed a higher priority and be programmed ahead of a specific mitigation measure.

CEQA Mitigation Monitoring Programs can effectively track to better ensure that once an RTIF improvement is identified as mitigation under CEQA and fees are collected, that the improvement is not removed from the RTIF list of improvements as part of subsequent RTIF updates (updates statutorily occur every five years).

To minimize potential misunderstanding regarding the above issue, CEQA mitigation language pertaining to RTIF fee payments should clearly state that payment into the RTIF by the project applicant is the cumulative plus project mitigation measure – but does not guarantee the identified mitigation improvement will be implemented as a direct result of this payment.

To assist local agencies, the development community and the public to better understand the relationship between the RTIF and the CEQA process, SJCOG can provide appropriate sample mitigation language to address CEQA project impact scenarios upon request.

Annual Adjustment of the RTIF

As part of the current program policy, the RTIF structure is adjusted on an annual basis. Section 3.2 from the Operating Agreement states that the fee shall be adjusted by each Participating Agency on an annual basis at the beginning of each fiscal year (July 1) based on the Engineering News Record California Construction Code Index (CCCI).

Jobs Housing Investment Fund

The RTIF was amended in April 2015 to include a Jobs Balancing Investment Fund. The purpose of the program is to provide transportation project funding that may serve as part of a package of economic incentives to encourage job-creating firms to locate in San Joaquin County. The new economic incentive program provides the SJCOG Board, in conjunction with the San Joaquin Partnership and other economic development specialists, with a more tactical tool to attract employers to the region. Investments in transportation infrastructure are made from this fund in order to supplement or enhance capital or capacity enhancing operational improvements needed by firms to locate in the area.

APPENDIX A
RTIF PROJECT LIST & FAIR SHARE ASSESSMENT TABLES

Freeway/Highways

Interchanges

Local Roadways

Transit / Transportation System Management

Project Category	MPO ID	Facility Name /Route	Project Description	Project Limits	Length (mi)	Cost	Cost/Mile	Deficiency Segment RouteID	Deficient Segment Length (mi)	Period Deficient	Change in Trips from 2015 to 2040				
											Weight (proportion of growth in improvement area and length of segment)	Responsibility (Total Growth % or 100% if 2040 deficiency)	External %	Internal %	Weighted Cost for Project
HOV	SJ07-1016	SR-4	Operational and Intersection Improvements	Daggett Road to I-5 (PM 12.6/15.9)	3.4	$600,000	$176,471	4HwyW06	0.7	Existing	1.00	36%	50%	50%	**$109,104.34**
HOV	SJ07-1003	I-205 HOV	Widen from 6 to 8 lanes (inside/outside)	I-580 to Eleventh Street	13.3	$103,689,000	$7,796,165	205Fwy03EB	4.8	Existing	0.23	19%	24%	76%	**$12,119,042.58**
								205Fwy04WB	4.9	Existing	0.16	14%	15%	85%	
								205Fwy01WB	1.4	Existing	0.03	10%	50%	50%	
								205Fwy01EB	1.4	Existing	0.07	17%	52%	48%	
								205Fwy02WB	2	Existing	0.04	10%	55%	45%	
								205Fwy02EB	2	Existing	0.09	21%	61%	39%	
								205Fwy03WB	4.8	Existing	0.15	13%	16%	84%	
								205Fwy04EB	5.4	Existing	0.22	15%	10%	90%	
HOV	SJ07-1005	I-5 HOV	Widen 6 to 8 lanes (inside)	French Camp Road to Charter Way	2.8	$97,880,000	$34,957,143	5Fwy13NB	0.7	Existing	0.13	22%	17%	83%	**$17,651,499.00**
								5Fwy13SB	0.7	Existing	0.11	19%	18%	82%	
								5Fwy12NB	2.1	Existing	0.42	23%	11%	89%	
								5Fwy12SB	2.1	Existing	0.34	19%	18%	82%	
HOV	SJ07-1006	I-5 HOV	Widen 6 to 8 lanes (inside)	SR 120 to French Camp Road	7.6	$193,880,000	$25,510,526	5Fwy09NB	3.4	Existing	0.29	27%	11%	89%	**$100,999,748.81**
								5Fwy09SB	3.4	2040	0.27	100%	15%	85%	
								5Fwy10NB	0.5	Existing	0.04	26%	14%	86%	
								5Fwy10SB	0.5	Existing	0.04	25%	19%	81%	
								5Fwy11NB	1.1	Existing	0.08	26%	16%	84%	
								5Fwy11SB	1.1	Existing	0.07	24%	21%	79%	
								5Fwy08SB	2.7	2040	0.21	100%	18%	82%	
HOV	SJ14-1001	I-205 HOV	Widen from 6 to 8 lanes (inside/outside)	Eleventh Street to MacArthur Drive	2.9	$143,450,000	$49,465,517	5Fwy22NB	2.6	Existing	0.46	37%	34%	66%	**$70,352,306.04**
								5Fwy22SB	2.6	2040	0.54	100%	30%	70%	
HOV	SJ07-1008	I-5 HOV Mossdale	Widen 9 to 12 through lanes	SR-120 to I-205 (P.M. R13.9/R15.6)	2.3	$207,970,000	$90,421,739	5Fwy07SB	3.2	Existing	0.42	18%	22%	78%	**$32,205,088.32**
								5Fwy07NB	3.4	Existing	0.58	22%	25%	75%	
HOV/Mainline	SJ07-1014	SR-120	Widen 4 to 6 lanes (inside)	I-5 to SR-99	6.8	$95,191,000	$13,998,676	120FwyW01WB	1.5	2040	0.12	100%	9%	91%	**$34,386,659.87**
								120FwyW01EB	1.1	Existing	0.22	25%	42%	58%	
								120FwyW02EB	2	Existing	0.35	28%	44%	56%	
								120FwyW03EB	2	2040	0.30	100%	46%	54%	
Mainline	SJ11-3042	SR 99/120 Operational Improvements	Construct a second lane on the SR 99 NB Off-ramp/SR-120 WB On-Ramp	SR 99/SR 120 NB Off Ramp/SR 120 WB On-Ramp	0.9	$20,000,000	$22,222,222	99Fwy04NB	0.4	Existing	0.84	20%	44%	56%	**$ 10,702,012.95**
								99Fwy05NB	0.1	Existing	0.16	18%	36%	64%	
						$862,660,000									$278,525,462

Project Category	Sponsor	MPO ID	Facility Name /Route	Project Description	Project Limits	Cost	Period Deficient	Weight (proportion of growth in improvement area)	Responsibility (Total Growth % or 100% if 2040 deficiency or new interchange)	Trip Distribution of Future Growth		Weighted Cost for Project
										External %	Internal %	
Interchange	Lodi	SJ07-2006	SR-99 at Harney Lane	Reconstruct interchange to provide 6 through lanes on SR 99, 4 lanes on Harney and modify on-ramps and off-ramps	SR-99 at Harney Lane	$39,183,247.00	2040	1.00	100%	25%	75%	**$29,447,396.57**
Interchange	Stockton	SJ11-2002	SR-99 at Eight Mile Road	Reconstruct Interchange (PM 35.1-35.5)	SR-99 at Eight Mile Road	$65,900,000	Existing	1.00	40%	59%	41%	**$10,985,788.68**
Interchange	Lodi	SJ11-2015	SR-99 at SR-12 West (Kettleman Lane)	Reconstruct interchange and widen to free flowing interchange	SR-99 at SR-12 West (Kettleman Lane)	$16,164,463	Existing	1.00	18%	29%	71%	**$2,104,925.63**
Interchange	Lathrop	SJ07-2004	I-5 at Lathrop Road	Reconstruct interchange (P.M. 17.3/17.8)	I-5 at Lathrop Road	$33,000,000	Existing	1.00	58%	17%	83%	**$15,938,469.80**
Interchange	Lathrop	SJ11-3066	I-5 at Roth Road	Relocation of intersection at Roth/Harlan Road inclusive of signalization; relocation of intersection at Roth/Manthey Road inclusive of signalization. Widen from 2 to 5 lanes from Roth/Harlan road intersection to Roth/Manthey Road Intersection	I-5 at Roth Road	$16,800,000	2040	1.00	100%	16%	84%	**$14,064,884.28**
Interchange	Stockton	SJ11-2004	I-5 at Hammer Lane	Interchange Modification and auxiliary lanes (PM 32.6)	I-5 at Hammer Lane	$37,200,000	2040	1.00	100%	4%	96%	**$35,560,868.66**
Interchange	Stockton	SJ07-2020	I-5 at Eight Mile Road	Modification of interchange (P.M. 34.7/35.9)	I-5 at Eight Mile Road	$51,400,000	2040	1.00	100%	2%	98%	**$50,514,389.05**
Interchange	Tracy	SJ11-2011	I-205 at Grant Line Road	Modification of existing interchange	I-205 at Grant Line Road	$32,574,820	2040	1.00	100%	14%	86%	**$28,074,402.50**
Interchange	Ripon	SJ07-2015	SR-99 at Main Street/UPRR Interchange (Ripon)	Reconstruct interchange of SR-99 and Main Street including reconstruction of Main Street overcrossing of UPRR and intersection improvements	SR-99 at Main Street/UPRR Interchange (Ripon)	$10,000,000	Existing	1.00	45%	51%	49%	**$2,225,881.57**
Interchange	Stockton	SJ11-2006	I-5 at Otto Drive	Construction of a new interchange and auxiliary lanes (PM 33.3/34.2)	I-5 at Otto Drive	$92,800,000	2040	0.54	100%	30%	70%	**$45,511,983.27**
							Existing	0.46	37%	34%	66%	
Interchange	Tracy Lathrop	SJ11-2012	I-205 at Paradise Road/Chrisman	Phase 1: Construct new interchange east-west ramps	I-205 at Paradise Road/Chrisman	$36,056,267	Existing	0.55	15%	10%	90%	**$4,647,358.97**
							Existing	0.45	14%	15%	85%	
Interchange	Manteca	SJ 14-2001	SR-99 at Raymus Expressway	Construction of new interchange - ENVIRONMENTAL ONLY	SR-99 at Raymus Expressway	$3,000,000	Existing	0.53	20%	44%	56%	**$297,167.59**
							Existing	0.47	16%	48%	52%	
Interchange	Manteca	SJ07-2009	SR-120 at McKinley Avenue	Construct new interchange	SR-120 at McKinley Avenue	$27,850,000	Existing	1.00	28%	44%	56%	**$4,320,848.53**
Interchange	Tracy	SJ14-2003	I-205 at Mountain House	Construction of new interchange - ENVIRONMENTAL ONLY	I-205 at Mountain House	$3,000,000	Existing	1.00	10%	50%	50%	**$192,535.97**
							Existing	1.00	17%	52%	48%	
							Existing	1.00	10%	55%	45%	
							Existing	1.00	21%	61%	39%	
Interchange	Tracy	SJ11-2010	I-205/Lammers Rd/Eleventh St	Construct Interchange I-205 at Eleventh street realign and widen Eleventh Street to 6-lanes	I-205/Lammers Rd/Eleventh St	$82,580,063	Existing	0.60	19%	24%	76%	**$10,860,752.18**
							Existing	0.40	13%	16%	84%	
Interchange	Tracy	SJ11-2032	I-580 at Lammers Road	Construction of new interchange - ENVIRONMENTAL ONLY	I-580 at Lammers Road	$5,500,000	NA	NA	NA	NA	NA	**NA**
Interchange	Stockton	SJ11-2008	SR-99 at Gateway Boulevard	Construction of new interchange - ENVIRONMENTAL ONLY	SR-99 at Gateway Boulevard	$9,930,000	NA	NA	NA	NA	NA	**NA**
								NA	NA	NA	NA	
								NA	NA	NA	NA	
								NA	NA	NA	NA	
Interchange	Tracy	SJ11-2031	I-580 at Corral Hollow Road	Modification of existing interchange - ENVIRONMENTAL ONLY	I-580 at Coral Hollow Road	$5,500,000	NA	NA	NA	NA	NA	**NA**
Interchange	Stockton	SJ11-2001	SR-99 at Morada	Reconstruct interchange (PM 23.5-24.5)	SR-99 at Morada	$69,800,000	NA	NA	NA	NA	NA	**NA**
								NA	NA	NA	NA	
								NA	NA	NA	NA	
								NA	NA	NA	NA	
						$547,508,860						**$254,747,653**

Project Category	MPO ID	Facility Name /Route	Project Description	Project Limits	Length (mi)	Cost	Cost/Mile	Deficiency Segment RouteID	Deficient Segment Length (mi)	Period Deficient	Weight (proportion of growth in improvement area and length of segment)	Responsibility (Total Growth % or 100% if 2040 deficiency)	Trip Distribution of Future Growth: External %	Trip Distribution of Future Growth: Internal %	Weighted Cost for Project
Roadway / Parallel Facility		Canal Boulevard Extension	Construct 4-lane extention of Canal Boulevard	Jack Tone Road to Olive Expressway	1	$4,600,000	$4,600,000	99Fwy04SB	3.5	Existing	0.47	16%	48%	52%	**$454,719.52**
								99Fwy04NB	3.4	Existing	0.53	20%	44%	56%	
Roadway / Parallel Facility	SJ07-3137	Olive Expressway	Construct 6-lane Olive Expressway - ENVIRONMENTAL ONLY	Canal Boulevard to Raymus Expressway	1.8	$3,000,000	$1,666,666.67	99Fwy04SB	3.5	Existing	0.47	16%	48%	52%	**$296,556.21**
								99Fwy04NB	3.4	Existing	0.53	20%	44%	56%	
Roadway / Parallel Facility	SJ11-3014	Raymus Expressway	Construct new 4-lane expressway	Main Street to SR-99	2.4	$9,343,608	$3,893,170	120FwyW03EB	2	2040	0.46	100%	46%	54%	**$3,089,378.38**
								120FwyW02EB	2	Existing	0.54	28%	44%	56%	
Roadway / Parallel Facility	SJ11-3015	Raymus Expressway	Construct new 2 lane expressway	Woodward Ave to Main Street	3.1	$11,115,162	$3,585,536	120FwyW03EB	2	2040	0.46	100%	46%	54%	**$3,675,126.48**
								120FwyW02EB	2	Existing	0.54	28%	44%	56%	
Roadway / Parallel Facility	SJ11-3013	Raymus Expressway	Construct new 2 lane expressway	SR-120 to Woodward Ave	0.4	$2,801,188	$7,002,970	120FwyW03EB	2	2040	0.46	100%	46%	54%	**$926,187.15**
								120FwyW02EB	2	Existing	0.54	28%	44%	56%	
Roadway / Parallel Facility	SJ07-3014	Golden Valley Parkway	Construct new roadway parallel to I-5, 4 lanes from Brookhurst Blvd to Stewart Road	Along Northwest side of I-5 from Brookhurst Blvd to Stewart Road	8.7	$15,000,000	$1,724,138	205Fwy04EB	5.5	Existing	0.21	15%	10%	90%	**$4,311,047.36**
								205Fwy04WB	5.5	Existing	0.17	14%	15%	85%	
								5Fwy07SB	2.6	Existing	0.16	18%	22%	78%	
								5Fwy07NB	2.6	Existing	0.21	22%	25%	75%	
								5Fwy08SB	2.6	2040	0.16	100%	18%	82%	
								5Fwy09SB	0.7	2040	0.04	100%	15%	85%	
								5Fwy09NB	0.7	Existing	0.05	27%	11%	89%	
Roadway Projects 2014 RTP	SJ07-3094	Eigth Mile Rd	Widen from 2 to 4 lanes	Thornton Road to Lower Sacramento Rd	2.2	$22,400,000	$10,181,818	EightMi03	2.2	Existing	1.00	29%	0%	100%	**$6,460,841.23**
Roadway Projects 2014 RTP	SJ07-3023	Airport Way	Widen from 2 to 4 lanes	SR-120 to Yosemite Ave.	1.1	$9,039,644	$8,217,858	Airport08	1	2040	1.00	100%	26%	74%	**$6,680,623.58**
Roadway Projects 2014 RTP	SJ07-3015	Lathrop Road	Widen from 2 to 4 lanes	From East of UPRR to SR-99	2.6	$5,850,662	$2,250,255	Lathrop01	2	2040	0.51	100%	35%	65%	**$3,937,681.53**
	SJ07-3024							Lathrop02	2	2040	0.49	100%	30%	70%	
Roadway Projects 2014 RTP	SJ11-3057	Arch Airport Rd	Widen from 4 to 6 lanes	SR-99 to Pock Ln	0.9	$4,000,000	$4,444,444	Arch01	1.9	Existing	1.00	31%	31%	69%	**$849,416.17**
Roadway Projects 2014 RTP	SJ11-3033	Lower Sacramento Rd	Widen from 2 to 6 lanes	Grider Way to Armor Dr	1	$7,000,000	$7,000,000	LowerSac05	1.2	2040	1.00	100%	1%	99%	**$6,907,510.51**
Roadway Projects 2014 RTP	SJ11-3056	Lower Sacramento Rd	Widen from 4 to 6 lanes	Armor Dr to Morada Ln	0.3	$4,100,000	$13,666,667	LowerSac05	0.3	2040	1.00	100%	1%	99%	**$4,045,827.58**
Roadway Projects 2014 RTP	SJ11-3039	Lower Sacramento Rd	Widen from 2 to 6 lanes	Marlette Rd to Pixley Slough	0.2	$23,200,000	$116,000,000	LowerSac05	1.2	2040	1.00	100%	1%	99%	**$22,893,463.41**
Roadway Projects 2014 RTP	SJ11-3027	Eleventh St	Improve roadway and intersections	Tracy City Limits to I-5	4.2	$19,347,000	$4,606,429	Eleventh04	6.2	2040	1.00	100%	36%	64%	**$12,318,055.37**
Roadway Projects 2014 RTP	SJ11-3006	Hammer Ln	Widen from 4 to 6 lanes	Alexandria Place to Thornton Rd including Pershing Ave intersection	0.6	$12,700,000	$21,166,667	Hammer01	1.8	2040	1.00	100%	2%	98%	**$12,474,872.06**
Roadway Projects 2014 RTP	SJ07-3015	Lathrop Road	Widen from 2 to 4 lanes	I-5 to east of UPRR	1.5	$2,771,026	$1,847,351	Lathrop01	2	2040	0.51	100%	35%	65%	**$1,864,988.60**
								Lathrop02	2	2040	0.49	100%	30%	70%	
						$156,268,290									$91,186,295

Sponsor	MPO ID	Project	Project Description	Jurisdiction	Cost	Period Deficient	Trip Distribution of Future Growth		Cost for Project
							External %	Internal %	
SJRTD/SJCOG	SJ11-CM03	Purchase 6 BRT Buses and Corridor Enhancement	Puchase of 6 BRT Buses that will operate on BRT Corridors	Stockton	$12,425,087.00	2040	73.3%	26.7%	**$3,317,498.23**
SJRTD/SJCOG	SJ14-5015	BRT Project: West Lane Corridor	Costs associated with the implementation of the BRT service along the corridor including traffic signal upgrades, bus stop amenities and access enhancments	Stockton	$29,000,000	2040	73.3%	26.7%	**$7,743,000.00**
SJRTD/SJCOG	SJ14-5016	BRT Project: March Lane Corridor	Costs associated with the implementation of the BRT service along the corridor including traffic signal upgrades, bus stop amenities and access enhancments	Stockton	$14,500,000	2040	73.3%	26.7%	**$3,871,500.00**
SJRTD/SJCOG	SJ14-5018	BRT Project: Arch Road/Sperry Corridor	Costs associated with the implementation of the BRT service along the corridor including traffic signal upgrades, bus stop amenities and access enhancments	County/Stockton	$15,000,000	2040	73.3%	26.7%	**$4,005,000.00**
SJRTD/SJCOG	SJ14-5019	BRT Project: Eight Mile Road Corridor	Costs associated with the implementation of the BRT service along the corridor including traffic signal upgrades, bus stop amenities and access enhancments	County/Stockton	$15,000,000	2040	73.3%	26.7%	**$4,005,000.00**
SJRRC/SJCOG	SJ07-6017	Acquisition of ACE Corridor between Stockton and Niles Junction	Acquisition of ACE Corridor between Stockton and Niles Junction	Countywide	$45,000,000	2040	73.3%	26.7%	**$12,015,000.00**
SJRRC/SJCOG	SJ07-6003	Purchase rail cars for ACE service expansion	Purchase rail cars for ACE service expansion	Countywide	$8,800,000	2040	73.3%	26.7%	**$2,349,600.00**
RRC/SJCOG/Rip	SJ14-6004[1]	Ripon Ripon Multi-Modal Station[1]	Construct a new bus and train station Ripon Multi-Modal Station	Ripon	$5,800,000	2040	73.3%	26.7%	**$1,548,600.00**
SJCOG	SJ07-9002	Park and Ride Lots (Various Locations)	Various Locations	Countywide	$1,450,000	2040	73.3%	26.7%	**$387,150.00**
The 2015-2040 growth share of total 2040 DUEs = 26.7%.					$146,975,087				**$39,242,348**

APPENDIX B
EXISTING AND FUTURE ROADWAY LOS TABLES

Freeway/Highways

Two-Lane Highways

Local Roadways

RCMP Freeway Segment Level of Service (LOS) (Northbound / Eastbound)

Route	ID	From		To		Existing				Future			
						AM		PM		AM		PM	
		Post Mile	Location	Post Mile	Location	Density[1] (pc/mi/ln)	LOS[2]	Density[1] (pc/mi/ln)	LOS[2]	Density[1] (pc/mi/ln)	LOS[2]	Density[1] (pc/mi/ln)	LOS[2]
4	4Cross01EB	16.1	STOCKTON, NORTH JCT RTE 5	17.1	STANISLAUS STREET	22.45	C	25.43	C	25.08	C	25.7	C
	4Cross02EB	17.1	STANISLAUS STREET	17.7	STOCKTON, WILSON WAY	24.52	C	31.21	D	28.13	D	34.13	D
	4Cross03EB	17.7	STOCKTON, WILSON WAY	18.8	STOCKTON, FILBERT STREET	22.53	C	33.19	D	26.5	D	36.71	E
	4Cross04EB	18.8	STOCKTON, FILBERT STREET	19.4	NORTH JCT. RTE. 99	18.45	C	25.12	C	21.73	C	27.02	D
5	5Fwy01NB	0	STANISLAUS/SAN JOAQUIN COUNTY LINE	0.7	JCT. RTE. 580 WEST	21.5	C	7.4	A	21.5	C	7.4	A
	5Fwy02NB	0.7	JCT. RTE. 580 WEST	3.4	JCT. RTE. 132	16.6	B	19.57	C	16.6	B	19.57	C
	5Fwy03NB	3.4	JCT. RTE. 132	6.5	JCT. RTE. 33 SOUTH	17.92	B	13.49	B	19.22	C	14.82	B
	5Fwy04NB	6.5	JCT. RTE. 33 SOUTH	11.1	KASSON ROAD INTERCHANGE	13.25	B	11.25	B	14.11	B	12.48	B
	5Fwy05NB	11.1	KASSON ROAD INTERCHANGE	11.8	OLD ROUTE 50; 11TH STREET	8.18	A	15.42	B	10.28	A	15.7	B
	5Fwy06NB	11.8	OLD ROUTE 50; 11TH STREET	12.6	JCT. RTE. 205 WEST	7.98	A	19.47	C	9.77	A	19.97	C
	5Fwy07NB	12.6	JCT. RTE. 205 WEST	14.8	JCT. RTE. 120 EAST	29.23	D	>45	F	37.27	E	>45	F
	5Fwy08NB	14.8	JCT. RTE. 120 EAST	17.5	LATHROP ROAD	19.48	C	33.98	D	22.11	C	34.57	D
	5Fwy09NB	17.5	LATHROP ROAD	21	FRENCH CAMP OVERCROSSING	24.27	C	38.9	E	31.39	D	41.16	E
	5Fwy10NB	21	FRENCH CAMP OVERCROSSING	21.4	MATHEWS ROAD	31.21	D	39.94	E	38.77	E	41.11	E
	5Fwy11NB	21.4	MATHEWS ROAD	22.5	FRENCH CAMP TURNPIKE INTERCHANGE	29.68	D	38.26	E	35.67	E	40.25	E
	5Fwy12NB	22.5	FRENCH CAMP TURNPIKE INTERCHANGE	24.6	STOCKTON, EIGHTH STREET	29.75	D	>45	F	34.55	D	>45	F
	5Fwy13NB	24.6	STOCKTON, EIGHTH STREET	25.4	STOCKTON, JCT. RTE. 4	30.55	D	>45	F	34.38	D	>45	F
	5Fwy14NB	25.4	STOCKTON, JCT. RTE. 4	26.2	STOCKTON, JCT. RTE. 4	35.03	E	>45	F	38.8	E	>45	F
	5Fwy15NB	26.2	STOCKTON, JCT. RTE. 4	27	PERSHING AVENUE INTERCHANGE	26.73	D	39.68	E	30.47	D	>45	F
	5Fwy16NB	27	PERSHING AVENUE INTERCHANGE	27.9	STOCKTON, MONTE DIABLO AVENUE INTERCHANGE	19.95	C	33.38	D	23.07	C	40.18	E
	5Fwy17NB	27.9	STOCKTON, MONTE DIABLO AVENUE INTERCHANGE	28.5	COUNTRY CLUB BOULEVARD	22.57	C	39.54	E	25.75	C	>45	F
	5Fwy18NB	28.5	COUNTRY CLUB BOULEVARD	29.5	PLYMOUTH RD/RYDE AVE	35.98	E	>45	F	44.35	E	-321.78	F
	5Fwy19NB	29.5	PLYMOUTH RD/RYDE AVE	30	STOCKTON, MARCH LANE	24.92	C	44.26	E	28.57	D	>45	F
	5Fwy20NB	30	STOCKTON, MARCH LANE	31.5	BENJAMIN HOLT DRIVE INTERCHANGE	25.96	C	>45	F	29.69	D	>45	F
	5Fwy21NB	31.5	BENJAMIN HOLT DRIVE INTERCHANGE	32.7	STOCKTON, HAMMER LANE	27.75	D	>45	F	30.12	D	>45	F
	5Fwy22NB	32.7	STOCKTON, HAMMER LANE	35.3	ATHERTON/EIGHT MILE ROADS INTERCHANGE	25.55	C	43.9	E	26.54	D	>45	F
	5Fwy23NB	35.3	ATHERTON/EIGHT MILE ROADS INTERCHANGE	39.6	JCT. RTE. 12	32.95	D	27.93	D	34.3	D	29.62	D
	5Fwy24NB	39.6	JCT. RTE. 12	44.7	PELTIER ROAD	31.1	D	27.01	D	33.08	D	27.62	D
	5Fwy25NB	44.7	PELTIER ROAD	47.6	WALNUT GROVE ROAD	28.17	D	17.71	B	29.27	D	18.06	C

RCMP Freeway Segment Level of Service (LOS) (Northbound / Eastbound)

Route	ID	From		To		Existing				Future			
						AM		PM		AM		PM	
		Post Mile	Location	Post Mile	Location	Density[1] (pc/mi/ln)	LOS[2]	Density[1] (pc/mi/ln)	LOS[2]	Density[1] (pc/mi/ln)	LOS[2]	Density[1] (pc/mi/ln)	LOS[2]
	5Fwy26NB	47.6	WALNUT GROVE ROAD	49.8	SAN JOAQUIN/SACRAMENTO COUNTY LINE	22.8	C	21.63	C	24.64	C	21.86	C
99	99Fwy01NB	0	STANISLAUS/SAN JOAQUIN COUNTY LINE	0.9	RIPON, MAIN STREET	>45	F	19.34	C	>45	F	23.71	C
	99Fwy02NB	0.9	RIPON, MAIN STREET	1.7	MILGEO AVENUE	>45	F	20.47	C	>45	F	24.18	C
	99Fwy03NB	1.7	MILGEO AVENUE	2.4	JACKTONE ROAD	>45	F	22.42	C	>45	F	25.25	C
	99Fwy04NB	2.4	JACKTONE ROAD	5.8	SOUTH JCT. RTE. 120	42.21	E	18.32	C	>45	F	20.91	C
	99Fwy05NB	5.8	SOUTH JCT. RTE. 120	6.7	MANTECA, NORTH JCT. RTE. 120	39.68	E	16.48	B	>45	F	19.17	C
	99Fwy06NB	6.7	MANTECA, NORTH JCT. RTE. 120	8.8	NORTH MANTECA INTERCHANGE	>45	F	13.66	B	>45	F	17.77	B
	99Fwy07NB	8.8	NORTH MANTECA INTERCHANGE	11.5	TURNER STATION/FRENCH CAMP ROAD	>45	F	14.32	B	>45	F	18.54	C
	99Fwy08NB	11.5	TURNER STATION/FRENCH CAMP ROAD	16.7	STOCKTON, MARIPOSA ROAD	>45	F	19.37	C	>45	F	28.28	D
	99Fwy09NB	16.7	STOCKTON, MARIPOSA ROAD	17.2	JCT. RTE. 4 EAST	>45	F	27.43	D	>45	F	>45	F
	99Fwy10NB	17.2	JCT. RTE. 4 EAST	18	JCT. RTE. 26 WEST	-166.59	F	32.44	D	>45	F	>45	F
	99Fwy11NB	18	JCT. RTE. 26 WEST	18.7	JCT. RTE. 4 WEST	>45	F	23.23	C	>45	F	27.59	D
	99Fwy12NB	18.7	JCT. RTE. 4 WEST	19.3	JCT. RTE. 26 EAST	27.57	D	24.8	C	31.52	D	27.47	D
	99Fwy13NB	19.3	JCT. RTE. 26 EAST	20.3	JCT. RTE. 88 NORTHEAST	26.95	D	22.4	C	31.56	D	25.03	C
	99Fwy14NB	20.3	JCT. RTE. 88 NORTHEAST	20.9	CHEROKEE ROAD INTERCHANGE	>45	F	>45	F	>45	F	>45	F
	99Fwy15NB	20.9	CHEROKEE ROAD INTERCHANGE	21.7	WILSON WAY	>45	F	>45	F	>45	F	>45	F
	99Fwy16NB	21.7	WILSON WAY	22.9	HAMMER LANE	29.31	D	36.63	E	33.78	D	43.5	E
	99Fwy17NB	22.9	HAMMER LANE	24	MORADA LANE	16.02	B	26.7	D	18.35	C	29.5	D
	99Fwy18NB	24	MORADA LANE	29	SOUTH LODI INTERCHANGE	16.31	B	27.54	D	17.94	B	31.95	D
	99Fwy19NB	29	SOUTH LODI INTERCHANGE	29.5	LODI, JCT. RTE. 12 WEST	29.46	D	35.48	E	30.45	D	37.99	E
	99Fwy20NB	29.5	LODI, JCT. RTE. 12 WEST	31	LODI, JCT. RTE. 12 EAST	26.13	D	27.73	D	26.45	D	28.81	D
	99Fwy21NB	31	LODI, JCT. RTE. 12 EAST	31.6	LODI, TURNER ROAD	26.58	D	25.58	C	26.63	D	25.68	C
	99Fwy22NB	31.6	LODI, TURNER ROAD	32.6	WOODBRIDGE ROAD	26.1	D	26.65	D	26.1	D	26.65	D
	99Fwy23NB	32.6	WOODBRIDGE ROAD	33.6	ACAMPO ROAD INTERCHANGE	22	C	23.55	C	22.08	C	23.87	C
	99Fwy24NB	33.6	ACAMPO ROAD INTERCHANGE	35.6	JAHANT ROAD	22.38	C	24.33	C	22.42	C	24.33	C
	99Fwy25NB	35.6	JAHANT ROAD	38.8	SAN JOAQUIN/SACRAMENTO COUNTY LINE	21.62	C	22.53	C	21.62	C	22.64	C

RCMP Freeway Segment Level of Service (LOS) (Northbound / Eastbound)

Route	ID	From		To		Existing				Future			
						AM		PM		AM		PM	
		Post Mile	Location	Post Mile	Location	Density[1] (pc/mi/ln)	LOS[2]	Density[1] (pc/mi/ln)	LOS[2]	Density[1] (pc/mi/ln)	LOS[2]	Density[1] (pc/mi/ln)	LOS[2]
120	120FwyW01EB	0.5	MOSSDALE, JCT. RTE. 5	1.3	YOSEMITE AVENUE UNDERCROSSING	26.47	D	39.15	E	34.59	D	>45	F
	120FwyW02EB	1.3	YOSEMITE AVENUE UNDERCROSSING	3.3	AIRPORT WAY	21.96	C	35.71	E	29.1	D	41.53	E
	120FwyW03EB	3.3	AIRPORT WAY	5.3	MANTECA ROAD/MAIN STREET	23.32	C	34.35	D	29.58	D	38.96	E
	120FwyW04EB	5.3	MANTECA ROAD/MAIN STREET	6.2	NORTH JCT. RTE. 99	13.27	B	20.65	C	16.03	B	23.07	C
205	205Fwy01EB	0	ALAMEDA/SAN JOAQUIN COUNTY LINE	1.4	PATTERSON PASS ROAD INTERCHANGE	18.74	C	>45	F	19.43	C	>45	F
	205Fwy02EB	1.4	PATTERSON PASS ROAD INTERCHANGE	3.4	OLD ROUTE 50	17.52	B	>45	F	20.18	C	>45	F
	205Fwy03EB	3.4	OLD ROUTE 50	8.1	TRACY, MAC ARTHUR DRIVE	21.63	C	41.31	E	26.07	D	>45	F
	205Fwy04EB	8.1	TRACY, MAC ARTHUR DRIVE	12.7	JCT. RTE. 5	41.42	E	38.47	E	>45	F	41.2	E
580	580Fwy01EB	0	JCT. RTE. 5	4.3	JCT. RTE. 132 EAST	18.91	C	2.54	A	20.18	C	4.43	A
	580Fwy02EB	4.3	JCT. RTE. 132 EAST	8.1	CORRAL HOLLOW ROAD INTERCHANGE	27.16	D	5.58	A	30.25	D	6.69	A
	580Fwy03EB	8.1	CORRAL HOLLOW ROAD INTERCHANGE	15.3	SAN JOAQUIN/ALAMEDA CNTY LINE	23.14	C	5.55	A	24.36	C	7.46	A

RCMP Freeway Segment Level of Service (LOS) (Southbound / Westbound)

Route	ID	From		To		Existing				Future			
						AM		PM		AM		PM	
		Post Mile	Location	Post Mile	Location	Density[1] (pc/mi/ln)	LOS[2]	Density[1] (pc/mi/ln)	LOS[2]	Density[1] (pc/mi/ln)	LOS[2]	Density[1] (pc/mi/ln)	LOS[2]
4	4Cross01WB	16.1	STOCKTON, NORTH JCT RTE 5	17.1	STANISLAUS STREET	30.49	D	22.95	C	33.63	D	28.75	D
	4Cross02WB	17.1	STANISLAUS STREET	17.7	STOCKTON, WILSON WAY	29.15	D	25.03	C	32.44	D	29.48	D
	4Cross03WB	17.7	STOCKTON, WILSON WAY	18.8	STOCKTON, FILBERT STREET	38.14	E	24.42	C	>45	F	29.08	D
	4Cross04WB	18.8	STOCKTON, FILBERT STREET	19.4	NORTH JCT. RTE. 99	35.22	E	21.52	C	41.62	E	25.43	C
5	5Fwy01SB	0	STANISLAUS/SAN JOAQUIN COUNTY LINE	0.7	JCT. RTE. 580 WEST	7.03	A	22.18	C	7.03	A	22.18	C
	5Fwy02SB	0.7	JCT. RTE. 580 WEST	3.4	JCT. RTE. 132	23.86	C	16.55	B	23.86	C	16.55	B
	5Fwy03SB	3.4	JCT. RTE. 132	6.5	JCT. RTE. 33 SOUTH	7.32	A	14.69	B	7.45	A	18.88	C
	5Fwy04SB	6.5	JCT. RTE. 33 SOUTH	11.1	KASSON ROAD INTERCHANGE	5.8	A	11.34	B	6.35	A	14.68	B
	5Fwy05SB	11.1	KASSON ROAD INTERCHANGE	11.8	OLD ROUTE 50; 11TH STREET	11.23	B	7.35	A	12.17	B	9.95	A
	5Fwy06SB	11.8	OLD ROUTE 50; 11TH STREET	12.6	JCT. RTE. 205 WEST	17.8	B	10.78	A	18.85	C	13.3	B
	5Fwy07SB	12.6	JCT. RTE. 205 WEST	14.8	JCT. RTE. 120 EAST	>45	F	30.55	D	>45	F	42.21	E
	5Fwy08SB	14.8	JCT. RTE. 120 EAST	17.5	LATHROP ROAD	27.91	D	23.53	C	29.03	D	35.08	E
	5Fwy09SB	17.5	LATHROP ROAD	21	FRENCH CAMP OVERCROSSING	26	C	34.14	D	27.13	D	>45	F
	5Fwy10SB	21	FRENCH CAMP OVERCROSSING	21.4	MATHEWS ROAD	30.14	D	39.64	E	31.91	D	>45	F
	5Fwy11SB	21.4	MATHEWS ROAD	22.5	FRENCH CAMP TURNPIKE INTERCHANGE	29.52	D	35.11	E	30.06	D	>45	F
	5Fwy12SB	22.5	FRENCH CAMP TURNPIKE INTERCHANGE	24.6	STOCKTON, EIGHTH STREET	34.33	D	37.96	E	37.8	E	>45	F
	5Fwy13SB	24.6	STOCKTON, EIGHTH STREET	25.4	STOCKTON, JCT. RTE. 4	33.65	D	38.77	E	35.7	E	>45	F
	5Fwy14SB	25.4	STOCKTON, JCT. RTE. 4	26.2	STOCKTON, JCT. RTE. 4	33.48	D	43.47	E	35.43	E	>45	F
	5Fwy15SB	26.2	STOCKTON, JCT. RTE. 4	27	PERSHING AVENUE INTERCHANGE	26.94	D	34.43	D	29.17	D	>45	F
	5Fwy16SB	27	PERSHING AVENUE INTERCHANGE	27.9	STOCKTON, MONTE DIABLO AVENUE INTERCHANGE	22.65	C	25.93	C	24.67	C	31.8	D
	5Fwy17SB	27.9	STOCKTON, MONTE DIABLO AVENUE INTERCHANGE	28.5	COUNTRY CLUB BOULEVARD	25.52	C	29.66	D	27.7	D	37.5	E
	5Fwy18SB	28.5	COUNTRY CLUB BOULEVARD	29.5	PLYMOUTH RD/RYDE AVE	>45	F	>45	F	>45	F	>45	F
	5Fwy19SB	29.5	PLYMOUTH RD/RYDE AVE	30	STOCKTON, MARCH LANE	27.04	D	32.93	D	28.7	D	40.25	E
	5Fwy20SB	30	STOCKTON, MARCH LANE	31.5	BENJAMIN HOLT DRIVE INTERCHANGE	>45	F	33.03	D	>45	F	41.09	E
	5Fwy21SB	31.5	BENJAMIN HOLT DRIVE INTERCHANGE	32.7	STOCKTON, HAMMER LANE	38.2	E	33.48	D	>45	F	42.73	E
	5Fwy22SB	32.7	STOCKTON, HAMMER LANE	35.3	ATHERTON/EIGHT MILE ROADS INTERCHANGE	27.13	D	29.98	D	33.24	D	39.04	E
	5Fwy23SB	35.3	ATHERTON/EIGHT MILE ROADS INTERCHANGE	39.6	JCT. RTE. 12	24.01	C	26.13	D	24.36	C	28.82	D
	5Fwy24SB	39.6	JCT. RTE. 12	44.7	PELTIER ROAD	21.6	C	24.32	C	21.77	C	25.85	C
	5Fwy25SB	44.7	PELTIER ROAD	47.6	WALNUT GROVE ROAD	15.11	B	19.92	C	15.51	B	20.97	C

RCMP Freeway Segment Level of Service (LOS) (Southbound / Westbound)

Route	ID	From		To		Existing				Future			
						AM		PM		AM		PM	
		Post Mile	Location	Post Mile	Location	Density[1] (pc/mi/ln)	LOS[2]	Density[1] (pc/mi/ln)	LOS[2]	Density[1] (pc/mi/ln)	LOS[2]	Density[1] (pc/mi/ln)	LOS[2]
	5Fwy26SB	47.6	WALNUT GROVE ROAD	49.8	SAN JOAQUIN/SACRAMENTO COUNTY LINE	14.23	B	23.54	C	14.65	B	24.83	C
99	99Fwy01SB	0	STANISLAUS/SAN JOAQUIN COUNTY LINE	0.9	RIPON, MAIN STREET	16.95	B	>45	F	19.86	C	>45	F
	99Fwy02SB	0.9	RIPON, MAIN STREET	1.7	MILGEO AVENUE	18.2	C	>45	F	20.35	C	>45	F
	99Fwy03SB	1.7	MILGEO AVENUE	2.4	JACKTONE ROAD	19.83	C	>45	F	22.07	C	>45	F
	99Fwy04SB	2.4	JACKTONE ROAD	5.8	SOUTH JCT. RTE. 120	16.54	B	>45	F	18.25	C	>45	F
	99Fwy05SB	5.8	SOUTH JCT. RTE. 120	6.7	MANTECA, NORTH JCT. RTE. 120	13.03	B	31.87	D	14.48	B	>45	F
	99Fwy06SB	6.7	MANTECA, NORTH JCT. RTE. 120	8.8	NORTH MANTECA INTERCHANGE	12.63	B	41.16	E	14.51	B	>45	F
	99Fwy07SB	8.8	NORTH MANTECA INTERCHANGE	11.5	TURNER STATION/FRENCH CAMP ROAD	9.65	A	38.21	E	11.72	B	>45	F
	99Fwy08SB	11.5	TURNER STATION/FRENCH CAMP ROAD	16.7	STOCKTON, MARIPOSA ROAD	16.06	B	27.82	D	20.66	C	>45	F
	99Fwy09SB	16.7	STOCKTON, MARIPOSA ROAD	17.2	JCT. RTE. 4 EAST	23.8	C	42.62	E	37.47	E	>45	F
	99Fwy10SB	17.2	JCT. RTE. 4 EAST	18	JCT. RTE. 26 WEST	28.72	D	>45	F	>45	F	>45	F
	99Fwy11SB	18	JCT. RTE. 26 WEST	18.7	JCT. RTE. 4 WEST	20.17	C	39.12	E	24.18	C	>45	F
	99Fwy12SB	18.7	JCT. RTE. 4 WEST	19.3	JCT. RTE. 26 EAST	22.58	C	32.6	D	24.67	C	>45	F
	99Fwy13SB	19.3	JCT. RTE. 26 EAST	20.3	JCT. RTE. 88 NORTHEAST	20.28	C	30.68	D	22.5	C	>45	F
	99Fwy14SB	20.3	JCT. RTE. 88 NORTHEAST	20.9	CHEROKEE ROAD INTERCHANGE	>45	F	>45	F	>45	F	>45	F
	99Fwy15SB	20.9	CHEROKEE ROAD INTERCHANGE	21.7	WILSON WAY	>45	F	>45	F	>45	F	>45	F
	99Fwy16SB	21.7	WILSON WAY	22.9	HAMMER LANE	36.17	E	30	D	39.44	E	37.53	E
	99Fwy17SB	22.9	HAMMER LANE	24	MORADA LANE	21.1	C	19.65	C	22.22	C	23.73	C
	99Fwy18SB	24	MORADA LANE	29	SOUTH LODI INTERCHANGE	20.83	C	21.62	C	22.02	C	25.1	C
	99Fwy19SB	29	SOUTH LODI INTERCHANGE	29.5	LODI, JCT. RTE. 12 WEST	>45	F	30.6	D	>45	F	33.63	D
	99Fwy20SB	29.5	LODI, JCT. RTE. 12 WEST	31	LODI, JCT. RTE. 12 EAST	34.23	D	25.32	C	36.09	E	27.5	D
	99Fwy21SB	31	LODI, JCT. RTE. 12 EAST	31.6	LODI, TURNER ROAD	32.95	D	28.53	D	33.48	D	29.27	D
	99Fwy22SB	31.6	LODI, TURNER ROAD	32.6	WOODBRIDGE ROAD	33.65	D	27.16	D	33.65	D	27.36	D
	99Fwy23SB	32.6	WOODBRIDGE ROAD	33.6	ACAMPO ROAD INTERCHANGE	28.33	D	23.05	C	28.33	D	23.05	C
	99Fwy24SB	33.6	ACAMPO ROAD INTERCHANGE	35.6	JAHANT ROAD	29	D	23.47	C	29	D	23.47	C
	99Fwy25SB	35.6	JAHANT ROAD	38.8	SAN JOAQUIN/SACRAMENTO COUNTY LINE	25.26	C	22.96	C	25.26	C	23.59	C

RCMP Freeway Segment Level of Service (LOS) (Southbound / Westbound)

Route	ID	From		To		Existing				Future			
						AM		PM		AM		PM	
		Post Mile	Location	Post Mile	Location	Density[1] (pc/mi/ln)	LOS[2]	Density[1] (pc/mi/ln)	LOS[2]	Density[1] (pc/mi/ln)	LOS[2]	Density[1] (pc/mi/ln)	LOS[2]
120	120FwyW01WB	0.5	MOSSDALE, JCT. RTE. 5	1.3	YOSEMITE AVENUE UNDERCROSSING	34.23	D	25.63	C	41.19	E	32.53	D
	120FwyW02WB	1.3	YOSEMITE AVENUE UNDERCROSSING	3.3	AIRPORT WAY	27.8	D	20.82	C	32.75	D	26.28	D
	120FwyW03WB	3.3	AIRPORT WAY	5.3	MANTECA ROAD/MAIN STREET	24.7	C	23.58	C	27.71	D	31.8	D
	120FwyW04WB	5.3	MANTECA ROAD/MAIN STREET	6.2	NORTH JCT. RTE. 99	15.4	B	12.87	B	15.97	B	16.65	B
205	205Fwy01WB	0	ALAMEDA/SAN JOAQUIN COUNTY LINE	1.4	PATTERSON PASS ROAD INTERCHANGE	-591.91	F	14.23	B	>45	F	14.97	B
	205Fwy02WB	1.4	PATTERSON PASS ROAD INTERCHANGE	3.4	OLD ROUTE 50	>45	F	13.89	B	>45	F	15.46	B
	205Fwy03WB	3.4	OLD ROUTE 50	8.1	TRACY, MAC ARTHUR DRIVE	>45	F	16.35	B	>45	F	19.68	C
	205Fwy04WB	8.1	TRACY, MAC ARTHUR DRIVE	12.7	JCT. RTE. 5	>45	F	28.74	D	>45	F	37.96	E
580	580Fwy01WB	0	JCT. RTE. 5	4.3	JCT. RTE. 132 EAST	0.97	A	13.6	B	2.31	A	14.95	B
	580Fwy02WB	4.3	JCT. RTE. 132 EAST	8.1	CORRAL HOLLOW ROAD INTERCHANGE	3.97	A	18.98	C	5.05	A	21.99	C
	580Fwy03WB	8.1	CORRAL HOLLOW ROAD INTERCHANGE	15.3	SAN JOAQUIN/ALAMEDA CNTY LINE	3.09	A	14.62	B	4.05	A	15.29	B

RCMP Two-Lane Highway Segment Level of Service (LOS)

Route	From		To		Highway Class/Terrain	Existing			Future		
						AADT	LOS		AADT	LOS	
	Post Mile	Location	Post Mile	Location			AM Peak	PM Peak		AM Peak	PM Peak
4	0	CONTRA COSTA/ SAN JOAQUIN CO LINE	5.96	TRACY BLVD	Class I - Level	8,550	D	D	8845	D	D
	5.96	TRACY BLVD	10.49	INLAND DRIVE	Class I - Level	7,700	C	C	8618	D	D
	10.49	INLAND DRIVE	11.68	MAYBECK RD	Class I - Level	9,200	D	D	10144	D	D
	11.68	MAYBECK RD	14.045	ROBERTS ISLAND RD	Class I - Level	9,250	D	D	10199	D	D
	14.045	ROBERTS ISLAND RD	15.09	FRESNO AVE	Class I - Level	10,700	D	D	11434	D	D
	20.69	WALKER LANE	24.87	JACKTONE RD	Class I - Level	4,400	C	C	5764	C	C
	24.87	JACKTONE RD	33.1	FARMINGTON	Class I - Level	4,500	C	C	6256	D	D
	33.1	FARMINGTON	34.14	SONORA RD	Class I - Level	4,175	C	C	5047	C	C
	34.14	SONORA RD	38.059	SAN JOAQUIN/ STANISLAUS CO LINE	Class I - Level	3,575	C	C	3706	C	C
12	0	SACRAMENTO/SAN JOAQUIN CO LINE	5.39	GLASSCOCK/TOWER PARKWAY	Class I - Level	16,900	E	E	17479	E	E
	5.39	GLASSCOCK/TOWER PARKWAY	8.83	GUARD RD	Class I - Level	15,550	E	E	16116	E	E
	8.83	GUARD RD	10.167	JCT. RTE. 5	Class I - Level	16,600	E	E	17212	E	E
	10.167	JCT. I-5	10.3	THORNTON RD	Class I - Level	15,000	E	E	16311	E	E
	10.3	THORNTON RD	15.155	LOWER SACRAMENTO RD	Class I - Level	12,200	D	D	13535	E	E
	18.36	LODI, CLUFF AVE	20.9	VICTOR BRUELLA RD	Class I - Level	9,650	D	D	11010	D	D
	20.9	VICTOR BRUELLA RD	23.168	LOCKEFORD, JCT. RTE. 88	Class I - Level	10,650	D	D	12130	D	E
	23.168	LOCKEFORD, JCT. RTE. 88	27.642	SAN JOAQUIN/CALAVERAS CO LINE	Class I - Level	6,200	D	D	6200	D	D
26	1.897	CARDINAL AVE	4.217	ALPINE RD	Class I - Level	8,700	E	D	9186	E	E
	4.217	ALPINE RD	6.85	JACKTONE RD	Class I - Level	6,950	D	D	7421	D	D
	6.85	JACKTONE RD	10	DUNCAN RD	Class I - Level	6,250	D	D	6828	D	D
	10	DUNCAN RD	10.7	MILL ST	Class I - Level	7,150	D	D	7190	D	D
	10.7	MILL ST	11.08	LINDEN, FLOOD/FRONT	Class I - Level	6,700	D	D	6739	D	D
	11.08	LINDEN, FLOOD/FRONT	15.06	ESCALON/BELLOTA RD	Class I - Level	5,075	C	C	5099	C	C
	15.06	ESCALON/BELLOTA RD	20.506	SAN JOAQUIN/ CALAVERAS CO LINE	Class I - Level	4,725	C	C	4725	C	C
33	0	STANISLAUS/ SAN JOAQUIN CO LINE	0.818	VERNALIS, JCT. RTE. 132	Class I - Level	1,750	B	B	3769	C	C
	0.818	VERNALIS, JCT. RTE. 132	3.51	NEW JERUSALEM, DURHAM FERRY	Class I - Level	3,600	B	C	6807	C	D
	3.51	NEW JERUSALEM, DURHAM FERRY	4.826	JCT. RTE. 5	Class I - Level	3,300	C	C	5031	C	C
88	0.4	WILCOX RD	1.77	WHITE LANE	Class I - Level	14,400	E	E	15556	E	E
	1.77	WHITE LANE	2.22	FAIRCHILD LANE	Class I - Level	12,250	D	E	12696	E	E
	2.22	FAIRCHILD LANE	4.94	WATERLOO, FERGUSON/COMSTOCK	Class I - Level	9,150	D	D	10467	D	E
	4.94	WATERLOO, FERGUSON/COMSTOCK	6.518	EIGHT MILE RD	Class I - Level	6,600	D	D	7101	D	D
	6.518	EIGHT MILE RD	9.61	HARNEY LANE	Class I - Level	8,550	D	D	9171	D	D
	9.61	HARNEY LANE	12.24	LOCKEFORD, JCT. RTE. 12 W	Class I - Level	10,250	D	D	10951	D	D
	12.24	LOCKEFORD, JCT. RTE. 12 W	13.6	JACKTONE RD	Class I - Level	14,450	E	E	15655	E	E
	16.27	DISCH RD	18.08	MACKVILLE RD	Class I - Level	11,750	E	E	11750	E	E
	18.08	MACKVILLE RD	19.174	CLEMENTS, JCT. RTE. 12 E	Class I - Level	12,050	D	D	12050	D	D
	19.174	CLEMENTS, JCT. RTE. 12 E	22.093	LIBERTY RD	Class I - Level	12,800	D	E	13202	D	E
	22.093	LIBERTY RD	25.365	SAN JOAQUIN/ AMADOR CO LINE	Class I - Level	8,100	D	D	8122	D	D
120	8.84	JACKTONE RD	11.64	FRENCH CAMP RD	Class I - Level	13,400	E	E	18286	E	E
	11.64	FRENCH CAMP RD	16.922	ESCALON, MAIN/KERN ST	Class I - Level	16,200	D	E	24042	E	E
	17.885	ESCALON, DAVID AVE	21.184	SAN JOAQUIN/ STANISLAUS CO LINE	Class I - Level	9,950	D	D	13137	E	E
132	3.24	JCT. RTE. 5	5.86	VERNALIS, JCT. RTE. 33	Class I - Level	14,100	E	E	14814	E	E
	5.86	VERNALIS, JCT. RTE. 33	7.108	SAN JOAQUIN/ STANISLAUS CO LINE	Class I - Level	11,200	E	E	12743	E	E

RCMP Roadway Level of Service (LOS)

Roadway	From	To	Jurisdiction	Existing AADT	Existing LOS	Future AADT	Future LOS
Airport Way	Arch/Sperry Rd.	French Camp	County	11,804	C	17,191	C
Airport Way	French Camp	Lathrop Rd.	County	7,934	C	12,216	D
Airport Way	French Camp	Lathrop Rd.	County	7,934	C	12,216	D
Arch Road	SR-99	Austin Road	County/Stockton	14,555	D	27,343	F
Brennan	Ulrey	Parallel to Miller	County/Escalon	1,306	C	3,435	C
Campbell	Hwy. 120	Parallel to Miller	County	924	C	1,782	C
Corral Hollow Rd.	Schulte	I-580	County/Tracy	6,601	C	13,357	D
East River Road	N. Ripon Rd.	Santa Fe Rd.	County	4,936	C	7,905	C
East River Road	N. Ripon Rd.	Santa Fe Rd.	County	4,936	C	7,905	C
Eight Mile Road	Lower Sac. Rd.	Hwy. 99	County	10,007	D	14,985	D
Eight Mile Road	Lower Sac. Rd.	Hwy. 99	County	10,007	D	14,985	D
Escalon-Belota	Lone Tree	Mariposa Rd.	County	7,312	C	11,846	D
Fremont Street/SR-26	Jct. Rte. 99	Cardinal Ave.	County	14,066	C	15,911	C
French Camp	Hwy. 99	Hwy. 120	County/Stockton	3,044	C	5,177	C
French Camp Road	Sperry Rd	Hwy. 99	County	7,756	C	10,437	D
French Camp Road	Sperry Rd	Hwy. 99	County	7,756	C	10,437	D
French Camp Road	Hwy. 99	Hwy. 120	County	3,044	C	5,726	C
French Camp Road	Hwy. 99	Hwy. 120	County	3,044	C	5,726	C
French Camp Road	Airport Way	I-5	County	8,140	C	16,807	E
Hammer Lane (8 Lanes)	Tam O Shanter	Hwy. 99	County	32,622	D	41,447	D
Harrold	Jones	Hwy. 120	County	1,536	C	1,774	C
Howard Rd.	Tracy Blvd.	Roberts	County	2,022	C	3,075	C
Jack Tone Rd.	Elliott/Tully Roads	Jct. Rte. 12 W.	County	1,830	C	2,337	C
Jack Tone Rd.	Hwy. 12	Hwy. 26	County	2,285	C	3,191	C
Jack Tone Rd.	Hwy. 26	Mariposa Rd.	County	2,880	C	4,695	C
Jack Tone Rd.	Mariposa Rd.	Hwy. 99	County/Ripon	4,714	C	6,588	C
Jack Tone Road	Mariposa Rd.	Hwy. 99	County	4,714	C	6,975	C
Jones Rd.	Dahlin	Harrold	County/Escalon	233	C	330	C
Liberty Rd.	Hwy. 99	Hwy. 88	County	3,302	C	3,835	C
Lower Sacramento Road	Harney Rd.	Eight Mile Rd.	County	10,965	D	13,147	C
Lower Sacramento Road	Harney Rd.	Eight Mile Rd.	County	10,965	D	13,147	C
Mariposa Rd.	Jack Tone	Escalon Belota	County	5,758	C	9,388	D
Mariposa Road	Hwy. 99	Jack Tone	County	5,384	C	8,613	C
Mariposa Road	Hwy. 99	Jack Tone	County	5,384	C	8,613	C
Matthews Road	Roberts	I-5	County	6,327	C	15,726	C
McHenry Avenue	County Line	Hwy. 120	County	10,362	D	15,453	D
Miller*	Escalon Ave	The End of Miller	County/Escalon	1,281	C	2,579	C
N. Elliott Rd.	Hwy. 12/88	Peltier	County	8,210	C	10,439	D
Olive	W Ripon Rd.	Hwy. 99	County	440	C	2,335	C
Peltier Rd.	I-5	Hwy. 99	County	2,334	C	2,351	C
Peltier Rd.	Hwy. 99	N. Elliott Rd.	County	3,603	C	3,890	C
Santa Fe	Main St.	County Line	County	6,855	C	12,893	D
SR-12/SR-88	Jacktone Rd.	Elliott/Tully Rd.	County	17,233	E	18,551	F
SR-12/SR-88	Elliott/Tully Rd.	Disch Rd.	County	12,785	D	12,785	D
SR-4/Farmington Road	S. Jct. Rte 99	Walker Ln.	County	7,550	D	7,550	D
SR-120	Austin Road	Jacktone Road	County	13,279	D	18,515	F

RCMP Roadway Level of Service (LOS)

Roadway	From	To	Jurisdiction	Existing AADT	Existing LOS	Future AADT	Future LOS
Trinity	Eight Mile Rd	McAuliffe Rd	County/Stockton	14,407	D	15,881	D
W. Ripon Rd. (Main St.)	S Austin Rd.	N Stockton Ave	County/Ripon	11,421	D	15,341	D
Waterloo Road/SR-88	Jct. Rte. 99	Wilcox Rd.	County	20,550	D	21,930	D
West Lane	Harney Lane	Eight Mile Rd.	County	12,183	C	24,641	D
West Lane	Harney Lane	Eight Mile Rd.	County	12,183	C	20,823	D
West Lane	Eight Mile Rd.	Morada Lane	County	18,991	C	40,529	F
Escalon-Bellota/McHenry	Main St	Lone Tree	Escalon	7,312	C	11,878	D
SR-120	Main St. of Escalon	David Ave. of Escalon	Escalon	11,421	D	14,983	D
Lathrop Road	Golden Valley Parkway	I-5	Lathrop	6,450	C	15,119	D
Roth Road	I-5	Airport Way	Lathrop	5,320	C	6,857	C
Harney Lane	Lower Sac. Rd.	Hwy. 99	Lodi	11,092	D	15,392	D
Hutchins Street	Harney Rd.	Kettleman Ave	Lodi	13,276	C	19,599	D
Lower Sacramento Road	Turner Rd.	Harney Ln.	Lodi	15,327	C	18,404	C
SR-12/Victor Road	Jct. Rte. 99	Cluff Ave.	Lodi	12,304	D	13,894	D
SR-12/Kettleman Lane	Lower Sac. Rd.	South Hutchins St.	Lodi	27,148	D	32,130	E
SR-12/Kettleman Lane	South Hutchins St.	Hwy. 99	Lodi	29,836	E	34,399	F
Thornton Road/Star Street	S/O De Broggi Road	SR-12	Lodi	4,826	C	5,372	C
Turner Road	I-5	Lower Sac. Rd.	Lodi	4,157	C	4,540	C
Airport Way	Lathrop Rd.	Highway 120	Manteca	10,224	D	17,554	C
Airport Way	Lathrop Rd.	Highway 120	Manteca	10,224	C	17,554	C
Lathrop Road	I-5	Airport Way	Manteca	11,803	D	15,821	E
Lathrop Road	Airport Way	SR 99	Manteca	13,704	D	18,660	F
SR-120/Yosemite Avenue	N. Jct. Rte. 99	Austin Rd.	Manteca	16,400	D	21,279	D
SR-120/Yosemite Avenue	Fremont	Hwy. 99	Manteca	19,153	D	22,514	D
Yosemite Avenue	Airport	Walnut	Manteca	14,180	C	15,350	C
Yosemite	Walnut	Fremont	Manteca	9,539	D	10,340	D
Yosemite Avenue	SR-120	Airport Boulevard	Manteca	9,060	C	11,615	D
Jack Tone Road	Mariposa Rd.	Hwy. 99	Ripon	4,714	C	6,975	C
Jack Tone Road	Mariposa Rd.	Hwy. 99	Ripon	4,714	C	6,975	C
Jacktone Road	Main Street	SR-99	Ripon	7,220	C	9,593	D
River Road	Jack Tone Road	N Ripon Road	Ripon	3,410	C	5,455	C
Airport	Miner	Charter Way	Stockton	10,302	C	15,887	C
Airport Way	Charter Way	Arch/Sperry Rd.	Stockton	15,007	C	20,215	D
Arch Airport Road	Highway 99	Airport	Stockton	18,449	F	24,613	C
Eight Mile Road	Trinity Pkwy	I-5	Stockton	9,831	C	22,719	D
Eight Mile Road	Thornton Rd.	Lower Sac. Rd.	Stockton	12,599	C	22,966	D
Eight Mile Road	I-5	Thornton Rd.	Stockton	18,747	F	26,005	F
Hammer Lane	I-5	Thornton Rd.	Stockton	24,932	D	33,559	D
Hammer Lane	Thornton Rd.	Tam O Shanter	Stockton	37,450	D	49,010	F
Hammer Lane (8 Lanes)	Thornton Rd.	Tam O Shanter	Stockton	34,369	D	43,169	D
Lower Sacramento Road	Eight Mile Rd.	Bear Creek	Stockton	14,527	D	19,287	F
Lower Sacramento Road	Bear Creek	Hammer Lane	Stockton	14,790	C	19,142	C
March Lane	Grouse Run Dr.	Pacific	Stockton	26,645	C	34,663	D
March Lane	Ridgeway (Extended)	West Lane	Stockton	25,097	C	30,885	D
March Lane	Pacific	Ridgeway	Stockton	20,416	C	27,013	C
March Lane	I-5	Grouse Run Dr.	Stockton	42,700	D	51,127	F

RCMP Roadway Level of Service (LOS)

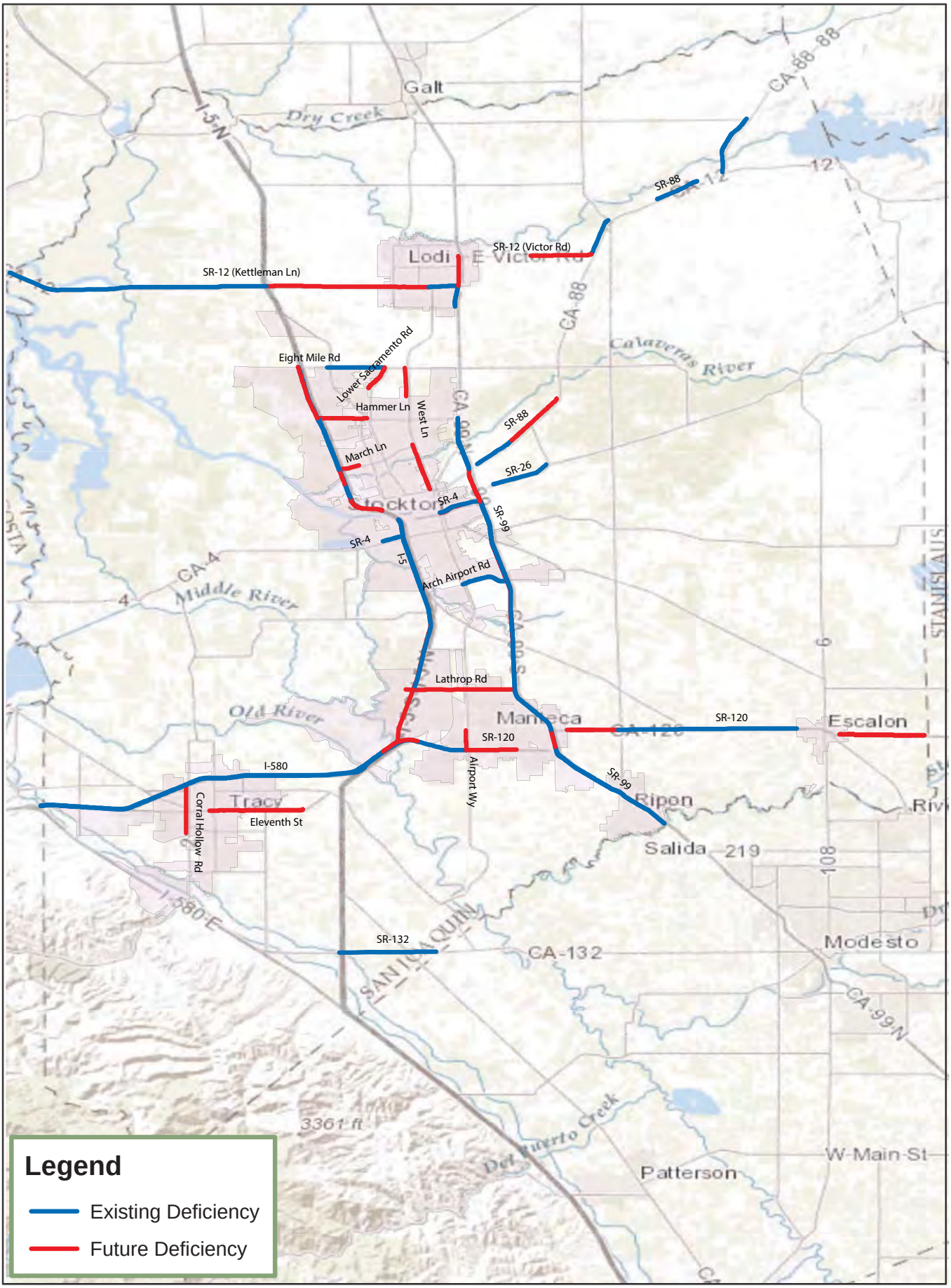
Roadway	From	To	Jurisdiction	Existing AADT	Existing LOS	Future AADT	Future LOS
March Lane	Buckley Cove Way	I-5	Stockton	21,680	C	24,582	C
Pacific Avenue	March Ln.	Hammer Ln.	Stockton	25,256	C	30,387	D
SR-4/Charter Way	Stockton St.	S. Jct. Rte. 5	Stockton	27,000	D	30,628	D
Thornton Road	Hwy. 12	Eight Mile Rd.	Stockton	4,826	C	5,372	C
Thornton Road	Eight Mile Rd.	Pershing	Stockton	13,347	C	16,114	C
Thornton Road	Pershing Ave.	Hammer Lane	Stockton	21,703	D	24,803	D
SR-4	Fresno Ave.	Navy Dr./Stockton St.	Stockton	20,350	F	20,927	F
West Lane	Harding Rd.	Miner	Stockton	14,370	C	20,460	D
West Lane	Morada	Hammer Lane	Stockton	15,731	C	29,115	D
West Lane	Hammer Lane	March Lane	Stockton	30,640	D	39,336	D
West Lane	March Lane	Harding	Stockton	33,099	D	44,465	D
Corral Hollow Road	I-205	11th St	Tracy	24,454	D	34,756	F
Corral Hollow Road	11th St	Schulte	Tracy	23,586	D	35,561	F
11th Street/I-205 Bus.	I-205	Lammers	Tracy	17,750	C	20,688	D
11th Street/I-205 Bus.	Lammers	Alden Glen	Tracy	21,644	C	31,628	D
11th Street/I-205 Bus.	Lammers	Alden Glen	Tracy	21,644	C	31,628	D
11th Street/I-205 Bus.	Alden Glen	Tracy Blvd.	Tracy	27,139	D	37,743	F
Lammers Road	I-205 (Byron)	11th St	Tracy	6,709	C	6,952	C
Lammers Road	11th St	I-580	Tracy	8,210	C	12,006	D
Linne Rd.	Hwy. 33	Corral Hollow	Tracy	4,063	C	7,068	C
Tracy Boulevard	Howard Rd.	I-205	Tracy	3,103	C	5,026	C
Tracy Boulevard	I-205	11th St	Tracy	16,438	D	26,582	D
11th Street/I-205 Bus.	I-5	Tracy Blvd.	Tracy/County	15,534	C	19,556	D

APPENDIX C
RTIF MAPS OF INTEREST

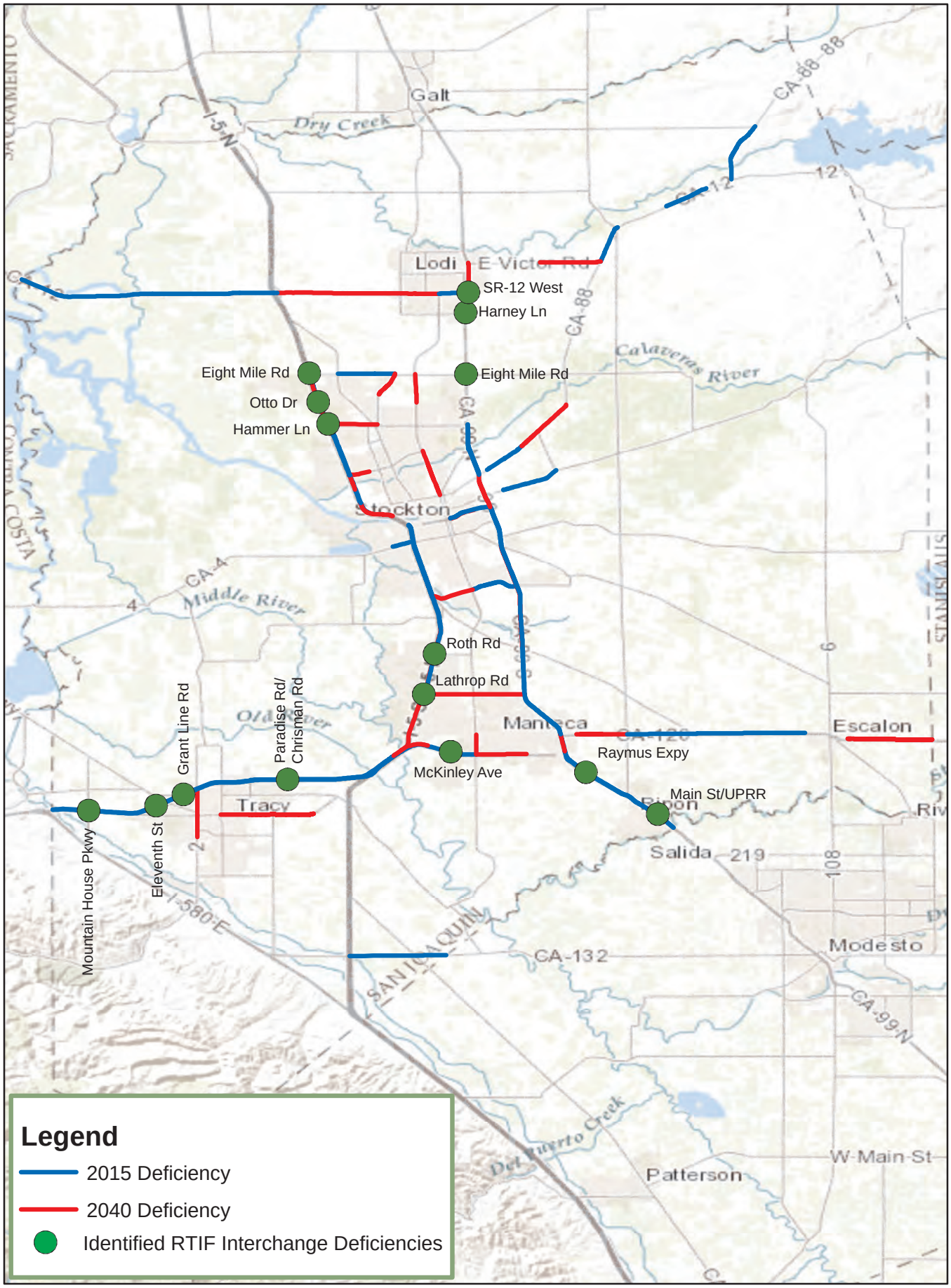
1. RTIF Deficient Segments
2. RTIF Interchange Deficiencies
3. Completed or Under Construction RTIF CIP Improvements
4. Constrained CIP RTIF Improvements
5. Local Fee CIP RTIF Improvements
6. RTIF Deficiency Coverage: Constrained CIP
7. Unconstrained CIP RTIF Improvements
8. Unaddressed RTIF Deficient Segments

Figure base map sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community.

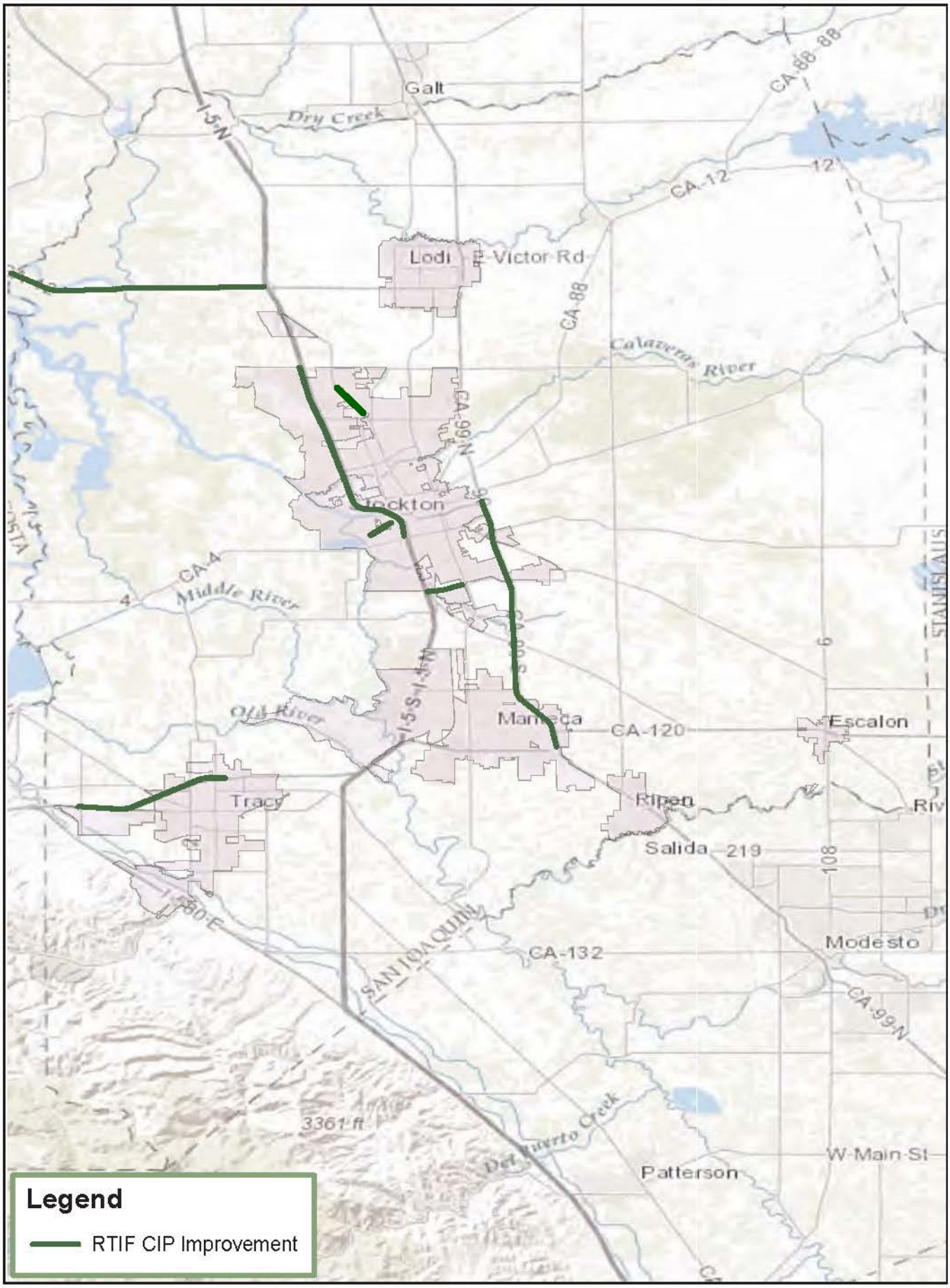
1. RTIF Deficient Segments



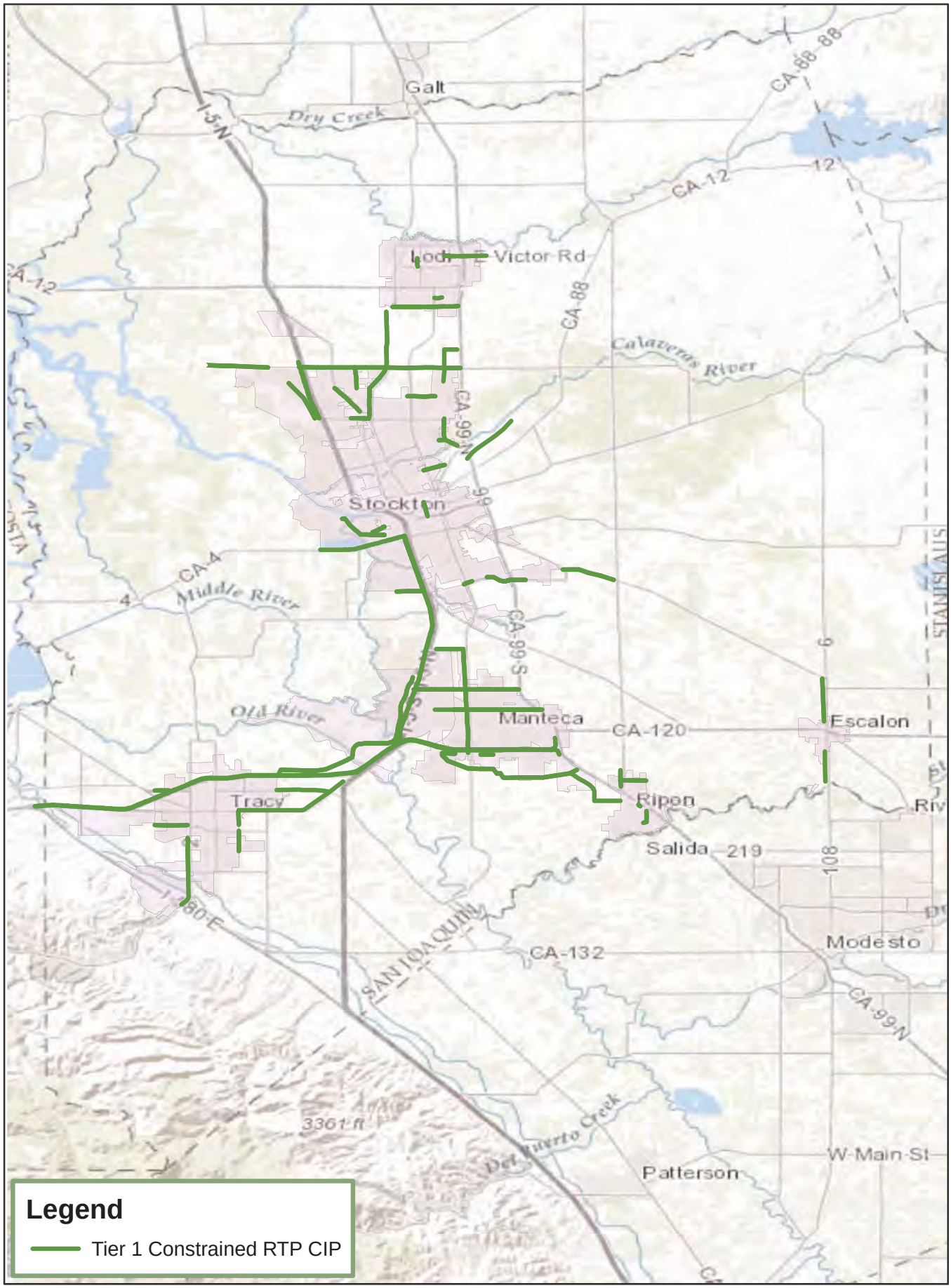
2. RTIF Interchange Deficiencies



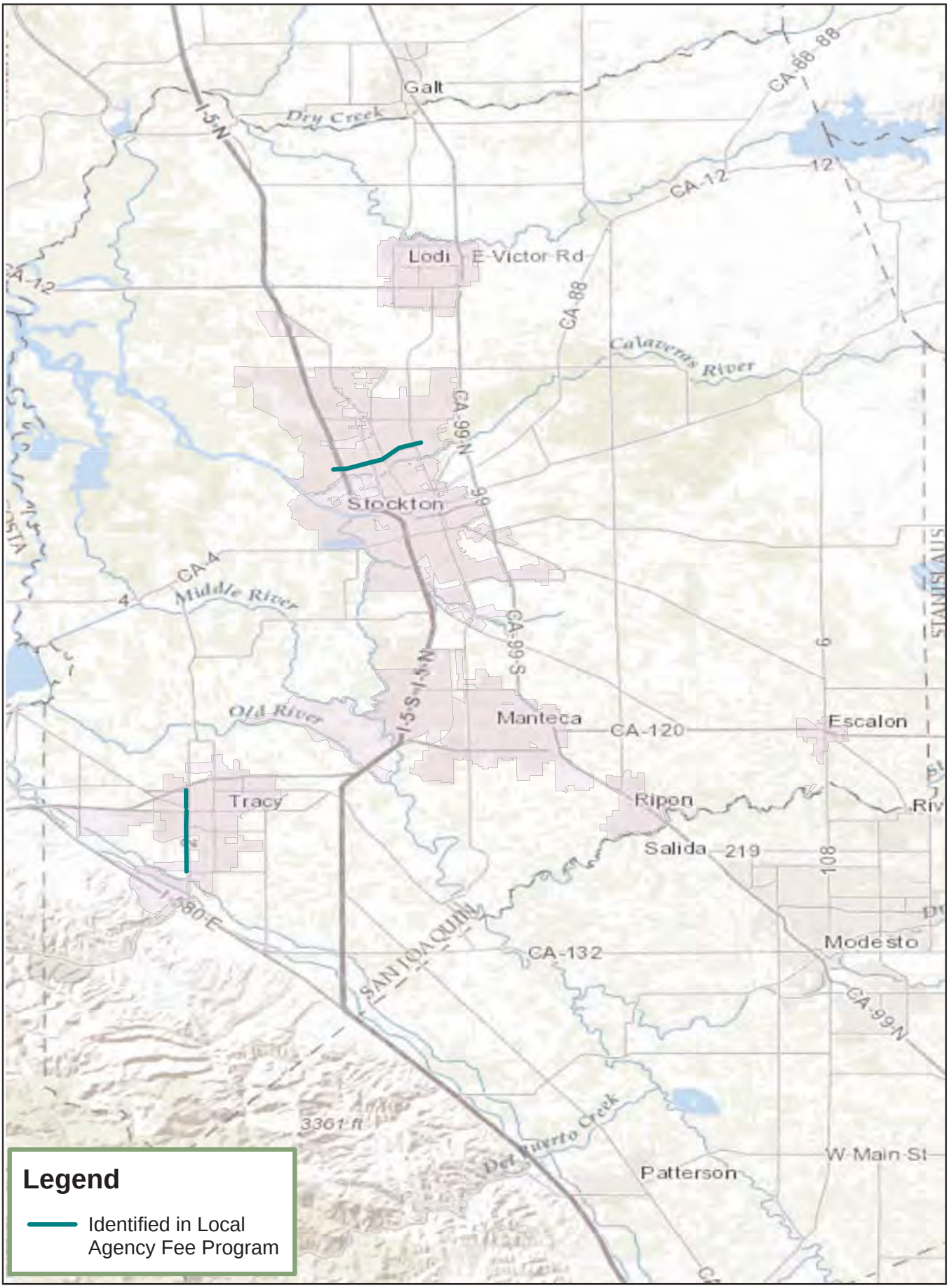
3. Completed or Under Construction RTIF CIP Improvements



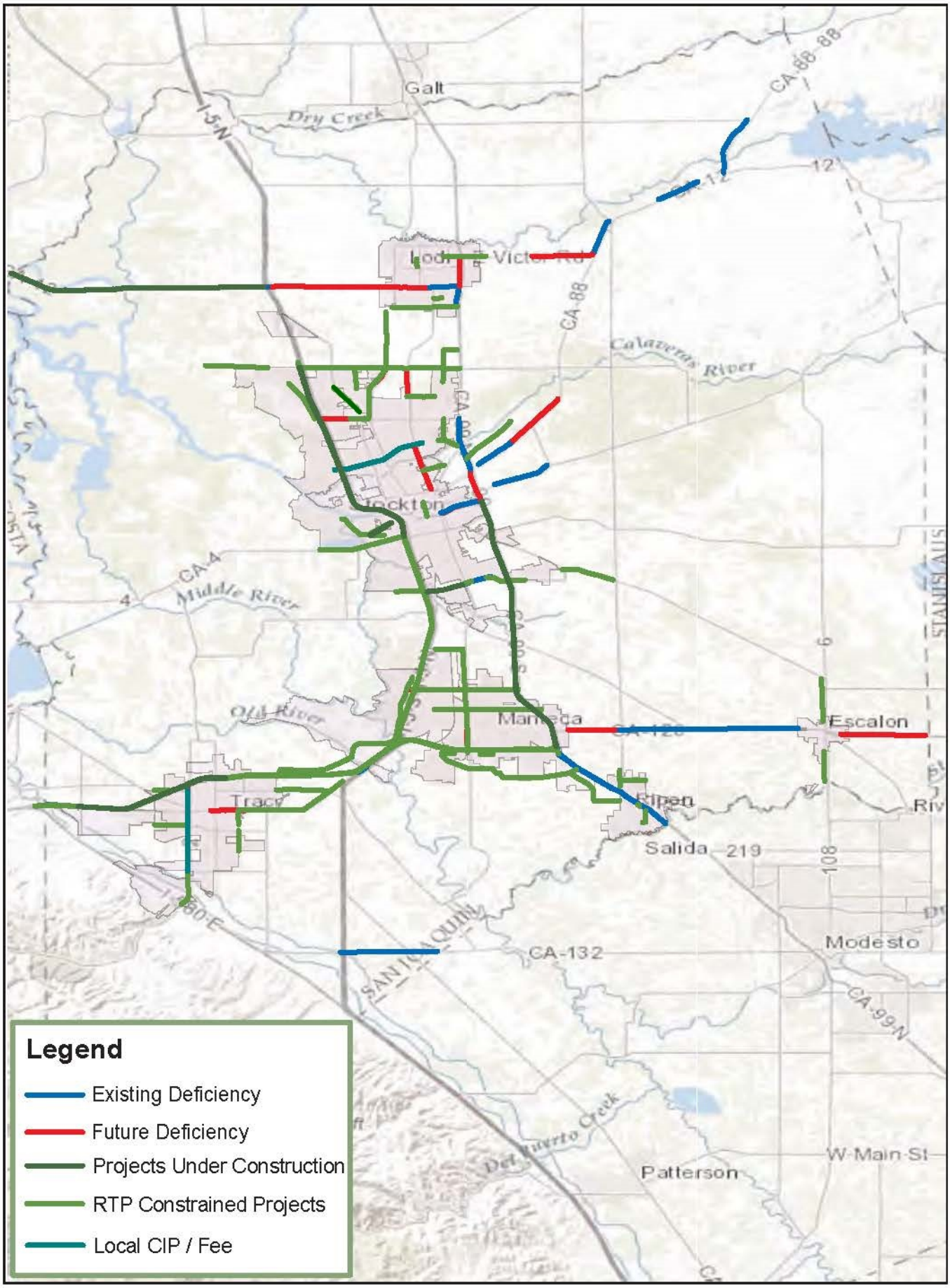
4. Constrained CIP RTIF Improvements



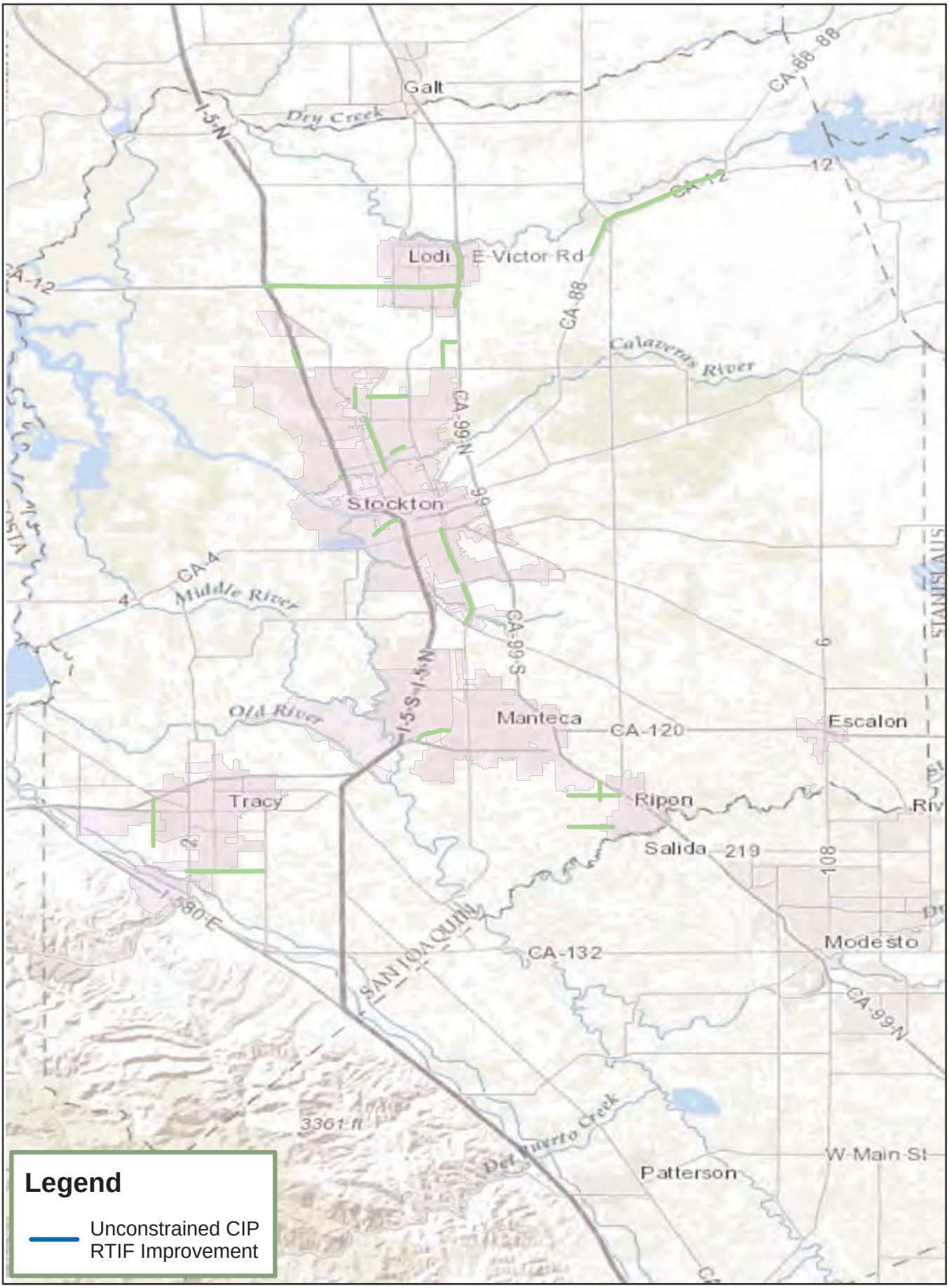
5. Local Fee CIP RTIF Improvements



6. RTIF Deficiency Coverage: Constrained CIP



7. Unconstrained CIP RTIF Improvements



8. Unaddressed RTIF Deficient Segments

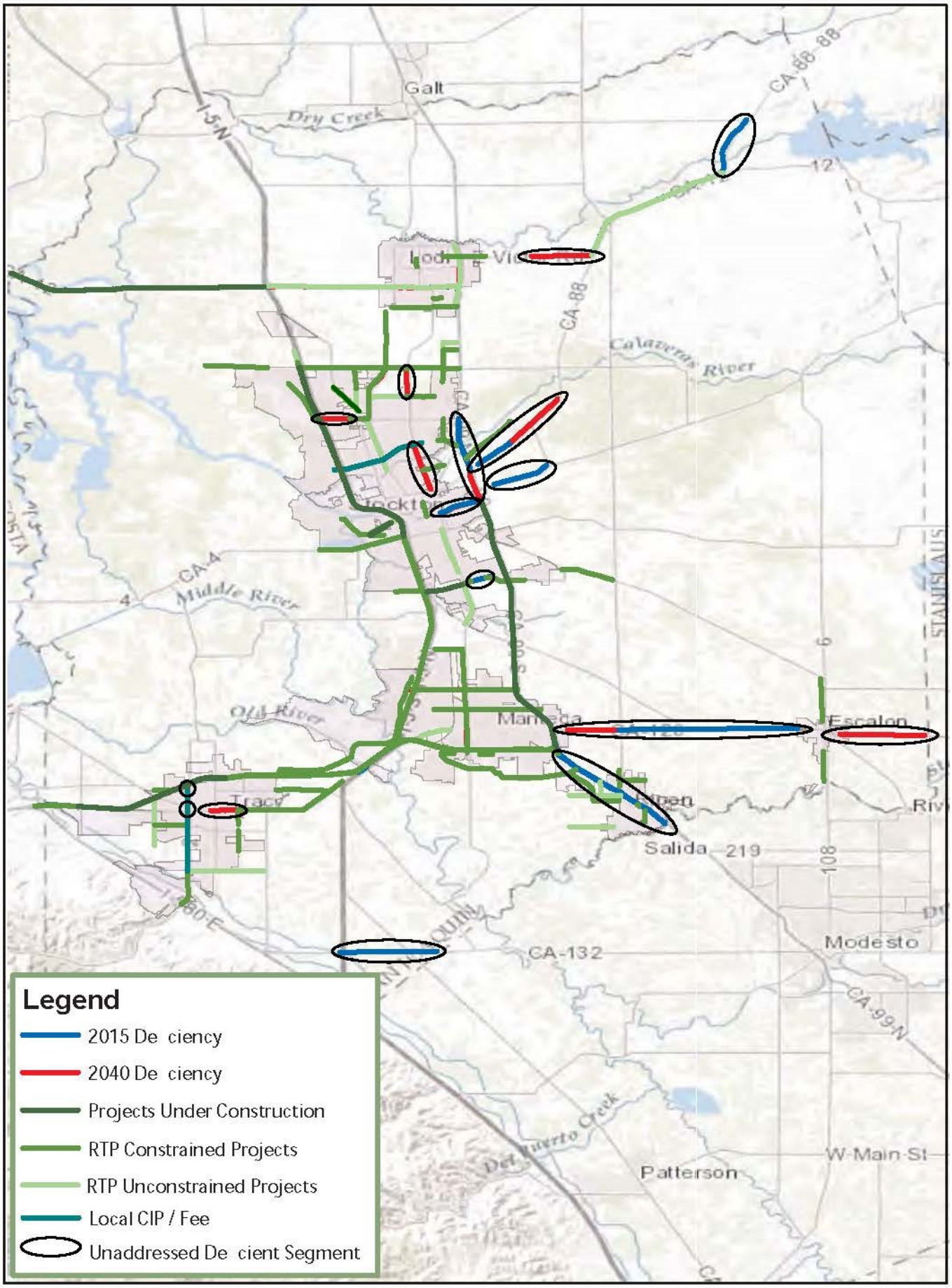


Table 1: Updated RTIF Capital Project List

New RTIF ID	Previous RTIF ID	Project	Gross Project Cost	RTIF Eligible Project Cost	RTIF Sponsor
Mainline Highway Projects					
1	4	**I-5 Widening** (French Camp Road to Charter Way)	$ 97,880,000	$ 17,651,499	SJCOG
2	5	**I-5 Widening** (SR-120 to French Camp Road)	$ 193,880,000	$ 100,999,749	SJCOG
3	8	**SR-120 Widening** (I-5 to SR-99)	$ 95,191,000	$ 34,386,660	SJCOG
4	9	**I-205 Widening / HOV** (I-580 to Eleventh Street)	$ 103,689,000	$ 12,119,043	SJCOG
5	n/a	**I-5 Widening** (SR-120 to I-205)	$ 207,970,000	$ 32,205,088	SJCOG
6	n/a	**I-205 Widening / HOV** (Eleventh Street to MacArthur Drive)	$ 143,450,000	$ 70,352,306	SJCOG
7	n/a	**SR-4 Ops Improvements** (Dagget Road to I-5)	$ 600,000	$ 109,104	SJCOG
8	64	**SR-99/SR-120 Operational Improvements***	$ 20,000,000	$ 10,702,013	Manteca
Highway Interchange Projects					
9	12	**I-5 @ Lathrop Road**	$ 33,000,000	$ 15,938,470	Lathrop
10	13	**I-5 @ Roth Road**	$ 16,800,000	$ 14,064,884	Lathrop
11	14	**I-205 @ Chrisman Road**	$ 36,056,267	$ 4,647,359	Tracy
12	15	**SR-99 @ Harney Lane**	$ 39,183,247	$ 29,447,397	Lodi
13	n/a	**SR-99 @ SR-12 West (Kettleman Lane)**	$ 16,164,463	$ 2,104,926	Lodi
14	16	**SR-120 @ McKinley Avenue**	$ 27,850,000	$ 4,320,849	Manteca
15	17	**SR-99 @ Raymus Expressway** (Environmental Only)**	$ 3,000,000	$ 297,168	Manteca
16	n/a	**SR-99 @ Main Street**	$ 10,000,000	$ 2,225,882	Ripon
17	18	**SR-99 @ Eight Mile Road**	$ 65,900,000	$ 10,985,789	Stockton
19	24	**I-5 @ Eight Mile Road**	$ 51,400,000	$ 50,514,389	Stockton
20	25	**I-5 @ Otto Drive**	$ 92,800,000	$ 45,511,983	Stockton
21	26	**I-5 @ Hammer Lane**	$ 37,200,000	$ 35,560,869	Stockton
22	28	**I-205 @ Lammers/Eleventh Street**	$ 82,580,063	$ 10,860,752	Tracy
23	29	**I-205 @ Grantline Road**	$ 32,574,820	$ 28,074,403	Tracy
24	n/a	**I-205 @ Mountain House Parkway** (Environmental Only)	$ 3,000,000	$ 192,536	Tracy
Regional Roadway Projects					
25	n/a	**City of Escalon** (TBD***)	n/a	n/a	Escalon
26	n/a	**Canal Boulevard Extension**	$ 4,600,000	$ 454,720	Ripon
27	n/a	**Olive Expressway** (Environmental Only)	$ 3,000,000	$ 296,556	Ripon
28	30	**Lower Sacramento Road** (Marlette Road to Pixley Slough)****	$ 23,200,000	$ 22,893,463	Stockton
29	31	**Lower Sacramento Road** (Grider Way to Armor Drive)	$ 7,000,000	$ 6,907,511	Stockton
30	32	**Lower Sacramento Road** (Armor Drive to Morada Lane)	$ 4,100,000	$ 4,045,828	Stockton
31	34	**Eight Mile Road** (Thornton Road to Lower Sacramento Road)	$ 22,400,000	$ 6,460,841	Stockton
32	n/a	**Hammer Lane** (Alexandria Place to Thornton Rd/Pershing Avenue Intersection)	$ 12,700,000	$ 12,474,872	Stockton
33	n/a	**Arch Airport Road** (SR-99 to Pock Lane)	$ 4,000,000	$ 849,416	Stockton

Table 1: Updated RTIF Capital Project List Continued

New RTIF ID	Previous RTIF ID	Project	Gross Project Cost	RTIF Eligible Project Cost	RTIF Sponsor
34	**n/a**	**Airport Way** (SR-120 to Yosemite Avenue)	$ 9,039,644	$ 6,680,624	Manteca
35	**45**	**Lathrop Road** (East of UPRR to SR-99)	$ 5,850,662	$ 3,937,682	Manteca
36	**46**	**Raymus Expressway** (SR-120 to SR-99)**	$ 23,259,958	$ 7,690,692	Manteca
37	**47**	**Golden Valley Parkway** (Lathrop Road to Paradise Road)	$ 15,000,000	$ 4,311,047	Lathrop
38	**48**	**Lathrop Road** (I-5 to east UPRR)	$ 2,771,026	$ 1,864,989	Lathrop
39	**n/a**	**Eleventh St** (Tracy City Limits to I-5)	$ 19,347,000	$ 12,318,055	San Joaquin County
Transit Projects					
40	**54**	**Purchase 6 BRT Buses and Corridor Enhancement**	$ 12,425,087	$ 3,317,498	SJCOG
41	**n/a**	**BRT Project** (West Lane Corridor)	$ 29,000,000	$ 7,743,000	SJCOG
42	**n/a**	**BRT Project** (March Lane Corridor)	$ 14,500,000	$ 3,871,500	SJCOG
43	**n/a**	**BRT Project** (Arch Road/Sperry Corridor)	$ 15,000,000	$ 4,005,000	SJCOG
44	**n/a**	**BRT Project** (Eight Mile Road Corridor)	$ 15,000,000	$ 4,005,000	SJCOG
45	**n/a**	**Acquisition of ACE Corridor** (Stockton to Niles Junction)	$ 45,000,000	$ 12,015,000	SJCOG
46	**n/a**	**Purchase rail cars for ACE service expansion**	$ 8,800,000	$ 2,349,600	SJCOG
47	**n/a**	**Ripon Multi-Modal Station**	$ 5,800,000	$ 1,802,250	SJCOG
48	**n/a**	**Park and Ride Lots** (Various Locations)	$ 1,450,000	$ 387,150	SJCOG

* Replaces and includes SR-99/Austin Interchange Improvement which had previous fund commitments

** Formally McKinnley Expressway

*** City will coordinate with SJCOG to identify and RTIF eligible project to replace the McHenry @ Ullrey Intersection improvement project (see Table 5)

**** Formally Grider to Eight Mile Road - Updated for consistency with RTP

Table 2: Projects Removed (Completed, Fully Expended, or No Longer Listed in RTP)

Previous RTIF ID	Project	RTIF Sponsor	Project Status
Mainline Highway Projects			
1	**SR-4 Extension**	SJCOG	Complete
3	**I-5 Widening** (Country Club to Hammer Lane)	Stockton	Complete
Highway Interchange Projects			
10	**SR-99 @ Mariposa Road**	SJCOG	Complete
11	**SR-99 @ French Camp Road**	SJCOG	Complete
20	**I-5 @ French Camp/Arch Sperry Road**	Stockton	Complete
21	**I-5 @ Gateway Boulevard**	Stockton	Fully Expended
27	**SR-132 @ I-5 and Bird Road**	SJ County	Complete
Regional Roadway Projects			
41	**Thornton Road** (Pershing Avenue to Bear Creek Bridge)	Stockton	Complete
42	**Arch-Sperry Road** (French Camp @ I-5 Interchange to Sperry Road/Performance Drive intersection)	SJ County/ Stockton	Complete
43	**Harney Lane** (SR-99 to Lower Sacramento Road)	Lodi	Fully Expended
63	**Navy Drive Corridor**	SJCOG	Fully Expended
Transit Projects			
55	**BRT Phase III: Hammer Lane Corridor** (Corridor Improvements)	SJCOG	No Longer Listed in RTP
56	**BRT Phase III: Hammer Lane Corridor** (Bus Procurement)	SJCOG	No Longer Listed in RTP
57	**BRT Phase III: Hammer Lane Corridor** (Transfer Station)	SJCOG	Complete
58	**Intercity/Interregional Bus**	SJCOG	No Longer Listed in RTP
59	**Regional Transportation Center**	SJCOG	Fully Expended
60	**ACE Corridor (Between Lathrop and Niles Junction)**	SJCOG	No Longer Listed in RTP
61	**ACE Capital: Station Access Improvement**	SJCOG	Fully Expended
62	**ACE Capital: Track extension** (Between Stockton and Lathrop)	SJCOG	No Longer Listed in RTP

Table 3: Proposed Deferment (2011 RTIF Road Projects That Do Not Address Deficiency)

Previous RTIF ID	Project	RTIF Sponsor
Mainline Highway Projects		
2	**I-5 Widening** (Hammer Lane to Eight Mile Road)	SJCOG
6	**SR-12** (SR-99 to SR-88)	SJCOG
7	**SR-99 Widening** (Arch Road to Crosstown/SR-99 interchange)	SJCOG
Highway Interchange Projects		
19	**SR-99 @ March Lane/ Wilson**	Stockton
23	**SR-99 @ Morada Lane**	Stockton
Regional Roadway Projects		
35	**Eight Mile Road** (Lower Sacramento Road to West Lane)	Stockton
36	**Eight Mile Road** (West Lane to Holman Road - UPRR Grade Sep.)	Stockton
37	**Eight Mile Road** (Holman Road to SR-99)	Stockton
38	**Pacific Avenue** (Hammer Lane to March Lane - btw Calaveras River and Hammer Lane)	Stockton
39	**March Lane Extension** (Holman to SR-99)	Stockton
40	**Airport Way** (Arch/Sperry Road to French Camp Road)	Stockton
44	**Airport Way** (SR120 to Lathrop Road)	Manteca
49	**Corral Hollow Road** (Parkside Drive to Linne Road)	Tracy
50	**Lammers Road** (Phase I: I-205 to Old Schulte Road)	Tracy
51	**Linne Road** (Corral Hollow Road to Chrisman Road)	Tracy
52	**McHenry @ Ullrey Intersection**	Escalon
53	**River Road, Phase I** (North Ripon Road to Jack Tone Road)	Ripon

Note: These projects will remain eligible for reconsideration in future RTIF updates as long as they remain in the RTP